

Johnson City *MTPO*
Metropolitan Transportation Planning Organization



FISCAL YEARS 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted November 4, 2016

AMENDED DECEMBER 21, 2017; AMENDED FEBRUARY 22, 2018;

AMENDED APRIL 19, 2018; AMENDED AUGUST 23, 2018;

AMENDED NOVEMBER 14, 2018

This Fiscal Years (FYs) 2017 – 2020 Transportation Improvement Program was developed by the Johnson City MTPO, in cooperation with:

U.S. Department of Transportation

Federal Highway Administration

Federal Transit Administration

Tennessee Department of Transportation

An electronic copy of this document can be found on our website at <http://jcmpo.org/tip.html>.

If you need this document translated into Spanish or another language, please contact the MTPO Transportation Planning Coordinator, by phone at (423) 434-6272 or email at jcmpo@jcmpo.org.

Spanish Translation of the above statement:

Si usted necesita este document resumido en espanol contacta por favor al Coordinador del MTPO , numero de telefono (423) 434-6272, correo electronico jcmpo@jcmpo.org.

The Johnson City Metropolitan Transportation Planning Organization 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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Resolutions

**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. 114-357) 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

11-4-16

Date



MTPO Executive Staff, Chairperson

11-4-16

Date

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO ADOPT THE JOHNSON CITY MTPO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Johnson City MTPO is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout the Johnson City Metropolitan Planning Area; and

WHEREAS, the Johnson City MTPO prepared the Fiscal Years 2017-2020 TIP, a cooperatively developed program of transportation projects selected to be advanced during the program's four-year period, in accordance with planning requirements in federal laws and regulations; and

WHEREAS, no local highway and transit projects are eligible for Federal funds until they are programmed in the TIP; and

WHEREAS, the Johnson City MTPO has involved the public and interested stakeholders in accordance with the Public Participation Plan, which requires a public review and comment period of 14 calendar days and a public hearing; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby adopt the Johnson City MTPO Fiscal Years 2017-2020 Transportation Improvement Program.


MTPO Executive Board, Chairperson

11-4-16
Date


MTPO Executive Staff, Chairperson

11-4-16
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.

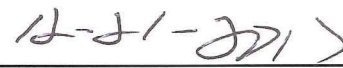
NOW, THEREFORE, BE IT RESOLVED, that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby approve and endorse the following certifications, as set forth in 23 CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY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



Date



MTPO Executive Staff, Chairperson



Date

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

**THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO REVISE THE PROJECT
DESCRIPTION AND TERMINI FOR THE STATE ROUTE 91 EXTENSION 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 revised the project description and termini for the State Route (SR) 91 Extension project in Elizabethton to more accurately reflect the current scope of the project;

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to revise the project description and termini of State Route 91 Extension Project.



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.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS
23 CFR 450.334


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- (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



Date



MTPO Executive Staff, Chairperson



Date

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

THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD FUNDING TO A PROJECT AND ADD A NEW PROJECT FOR JOHNSON CITY TRANSIT

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

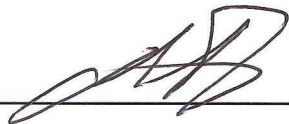
WHEREAS, it is the responsibility of the Johnson City MTPO to program these funds for transportation projects in the Transportation Improvement Program (TIP); and

WHEREAS, Johnson City Transit (JCT) has received residual and additional Section 5307 and 5339 transit funding from the Tennessee Department of Transportation to add to Project 2017-10 - Paratransit Vehicles/Buses/Technology; and

WHEREAS, JCT has received residual Section 5317 transit funding from the Tennessee Department of Transportation that will be added to a new project, Project 2017-15 – New Freedom; and

WHEREAS, JCT will use the capital funding to purchase buses and use the operational funding to continue to provide New Freedom bus route service; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to add funding to a project and a new project for Johnson City Transit.



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 Metropolitan Transportation Plan which serves as a guide for the development of the TIP; and

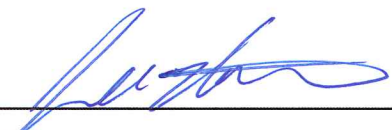
WHEREAS, the Johnson City MTPO Executive Board hereby determines the use of various Federal Highway Administration funds, including Surface Transportation Program, Bridge Rehabilitation and Reconstruction, STP Enhancement, National Highway System, Highway Safety Improvement Program, Interstate Maintenance, 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 FY 2017-2020 TIP as amended.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS
23 CFR 450.334

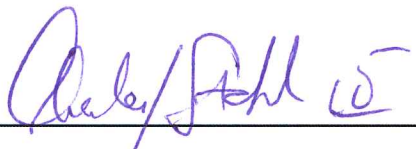
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 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

4-19-2018

Date



MTPO Executive Staff, Chairperson

19 April 2018

Date

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

**THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD A NEW TRAFFIC SIGNAL
PROJECT FOR JONESBOROUGH**

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 Town of Jonesborough proposes a new traffic signal for State 34 (US 11E/ East Jackson Boulevard) and Smith Lane to increase safety for traffic turning left towards Johnson City; and

WHEREAS, the new traffic signal will connect with a new connector street to North Cherokee Street, which is a vital collector street in Jonesborough; and

WHEREAS, the Town of Jonesborough is requesting \$300,000 in STBG-Local funds in order to build the traffic signal; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to add a new traffic signal project for Jonesborough.



MTPO Executive Board, Chairperson

4-19-2018

Date



MTPO Executive Staff, Chairperson

19 April 2018

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 Metropolitan Transportation Plan which serves as a guide for the development of the 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 FY 2017-2020 TIP as amended.

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23 CFR 450.334

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- (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

8-23-2018

Date



MTPO Executive Staff, Chairperson

8/23/18

Date

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

THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD THE CONSTRUCTION PHASE TO THE STATE ROUTE 91 EXTENSION AND I-26 EXIT 17 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

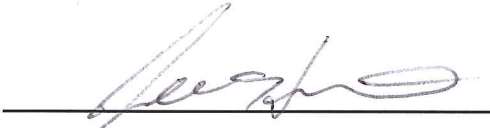
WHEREAS, the IMPROVE Act has provided state funding to move forward the construction phases for the State Route 91 and Interstate 26 Exit 17 projects; and

WHEREAS, no local highway and transit projects are eligible for Federal funds until they are programmed in the TIP; and

WHEREAS, the Johnson City MTPO has involved the public and interested stakeholders in accordance with the Public Participation Plan, which requires a public review and comment period of 14 calendar days and a public hearing; and

WHEREAS, these two highway projects are vital in order to maintain the system preservation of the I-26 and State Route 91 corridors; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to add the construction phase to the State Route 91 Extension and I-26 Exit 17 projects.



MTPO Executive Board, Chairperson

8-23-2018

Date



MTPO Executive Staff, Chairperson

8/23/18

Date

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

THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD RESIDUAL SECTION 5316 JOB ACCESS FUNDS FOR JOHNSON CITY TRANSIT, ADD RESIDUAL SECTION 5307 FUNDS AND SECTION 5310 FUNDS FOR THE FIRST TENNESSEE HUMAN RESOURCE AGENCY (NET TRANS)

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 TDOT Multimodal Division has awarded Johnson City Transit with residual Section 5316 funds to carry out Job Access services; and

WHEREAS, the TDOT Multimodal Division has also awarded the First Tennessee Human Resources Agency with resident Section 5307 funds for operating to carry out NET Trans' services in the urbanized areas; and

WHEREAS, the TDOT Multimodal Division has also awarded the First Tennessee Human Resources Agency with Section 5310 funds to purchase two vans to provide services in the urbanized areas; and

WHEREAS, no local highway and transit projects are eligible for Federal funds until they are programmed in the TIP; and

WHEREAS, the Johnson City MTPO has involved the public and interested stakeholders in accordance with the Public Participation Plan, which requires a public review and comment period of 14 calendar days and a public hearing; and

WHEREAS, these three transit projects provide vital services to transit patrons in the Johnson City Urbanized Area; and


NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to add residual Section 5316 Job Access funds for Johnson City Transit, add residual Section 5307 funds and Section 5310 funds for the First Tennessee Human Resource Agency (NET Trans).



MTPO Executive Board, Chairperson

8-23-2018

Date



MTPO Executive Staff, Chairperson

8/23/18

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 FY 2017-2020 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

11-14-2018

Date



MTPO Executive Staff, Chairperson

14 NOV 2018

Date

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

**THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD A NEW SECTION 5310
TRANSIT PROJECT FOR THE JONESBOROUGH SENIOR CENTER'S VEHICLE PURCHASE**

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 Town of Jonesborough has been awarded a Section 5310 grant to purchase an ADA-accessible vehicle to enhance outreach services and transportation options for the Jonesborough Senior Center;

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to add a new Section 5310 transit project for the Jonesborough Senior Center's vehicle purchase.




MTPO Executive Board, Chairperson



Date



MTPO Executive Staff, Chairperson



Date

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

**THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD A NEW STBG-LOCAL
PROJECT FOR THE ELIZABETHTON ADA TRANSITION PLAN**

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 city of Elizabethton is completing an ADA Transition Plan to remain eligible to receive federal funds, by reviewing accessibility to public programs for people with disabilities; and

WHEREAS, the city of Elizabethton is requesting STBG-Local funds to aid in the completion of the ADA Transition Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to add a new STBG-Local project for the Elizabethton ADA Transition Plan.



MTPO Executive Board, Chairperson

11-14-2018

Date



MTPO Executive Staff, Chairperson

14 Nov 2018

Date

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

**THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO AMEND AN STBG-LOCAL
PROJECT FOR A TRAFFIC SIGNAL UPGRADE AT BROAD STREET AND 19E IN ELIZABETHTON**

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

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

WHEREAS, the Tennessee Department of Transportation has requested that TIP Project 2017-01 for traffic signal upgrades at various locations in Elizabethton be amended to have the project's name, description and termini be a single location, the intersection of Broad Street (SR 91/67/US 321) and US 19E (SR 37); and

WHEREAS, the funding for the project shall remain the same and the year of implementation will move from 2018 to 2019; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2017 – 2020 Transportation Improvement Program to amend an STBG-Local project for a traffic signal upgrade at Broad Street and 19E in Elizabethton.



MTPO Executive Board, Chairperson

11-14-2018

Date



MTPO Executive Staff, Chairperson

14 NOV 2018

Date

List of Abbreviations

AC	Advanced Construction
ADA	Americans with Disabilities Act
ACQ	Acquisition of vehicles or equipment
ACNHPP	Advance Construction National Highway Performance Program
CAP	Capital Expenditure
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CONST	Construction
E+C	Existing plus Committed
ENH	Transportation Enhancements
EPSC	Erosion Prevention and Sediment Control
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
FY	Fiscal Year
HPP	High Priority Project (Congressional Earmarks)
HSIP	Highway Safety Improvement Program
IA	Improving Manufacturing Public Roads and Opportunities for a Vibrant Economy (IMPROVE) Act
ITS	Intelligent Transportation System
JC	Johnson City
JCT	Johnson City Transit
L RTP	Long Range Transportation Plan
MAINT	Maintenance
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MOA	Memorandum of Agreement
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTPO	Metropolitan Transportation Planning Organization
NEPA	National Environment Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
OP	Operating Expenditure
PE-N	Preliminary Engineering (Environmental)
PE-D	Preliminary Engineering (Design)
PHSIP	Penalty Highway Safety Improvement Program
POP	Program of Projects
PPP	Public Participation Plan
ROW	Right of Way
RTP	Recreational Trails Program
SHSP	Strategic Highway Safety Plan

SR	State Route
STBG-Local	Surface Transportation Block Grant Program – Local
STBG-State	Surface Transportation Block Grant Program – State
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
USC	United States Code
YOE	Year of Expenditure

1 Introduction

1.1 About the Johnson City MTPO

The Johnson City Metropolitan Transportation Planning Organization (MTPO) was established in 1982 when the 1980 Census identified the Johnson City Urbanized Area (urban areas with a population of at least 50,000). Federal law requires the Johnson City MTPO to conduct transportation planning activities within the Johnson City Urbanized Area in a continuous, cooperative, and comprehensive process, as defined in the following federal legislation and regulations:

- Current Transportation Authorization – Fixing America’s Surface Transportation (FAST) Act;
- Past Transportation Authorization – Moving Ahead for Progress in the 21st Century (MAP-21) Act;
- Metropolitan Transportation Planning – Title 23 of the United States Code (USC), Section 134;
- Formula Grant Program for Metropolitan Planning – Title 49 of the USC, Section 5303;
- Metropolitan Transportation Planning and Programming – Title 23 of the Code of Federal Regulations (CFR), Section 450; and
- Metropolitan Transportation Planning and Programming – Title 49 of the CFR, Section 613, Subpart A.

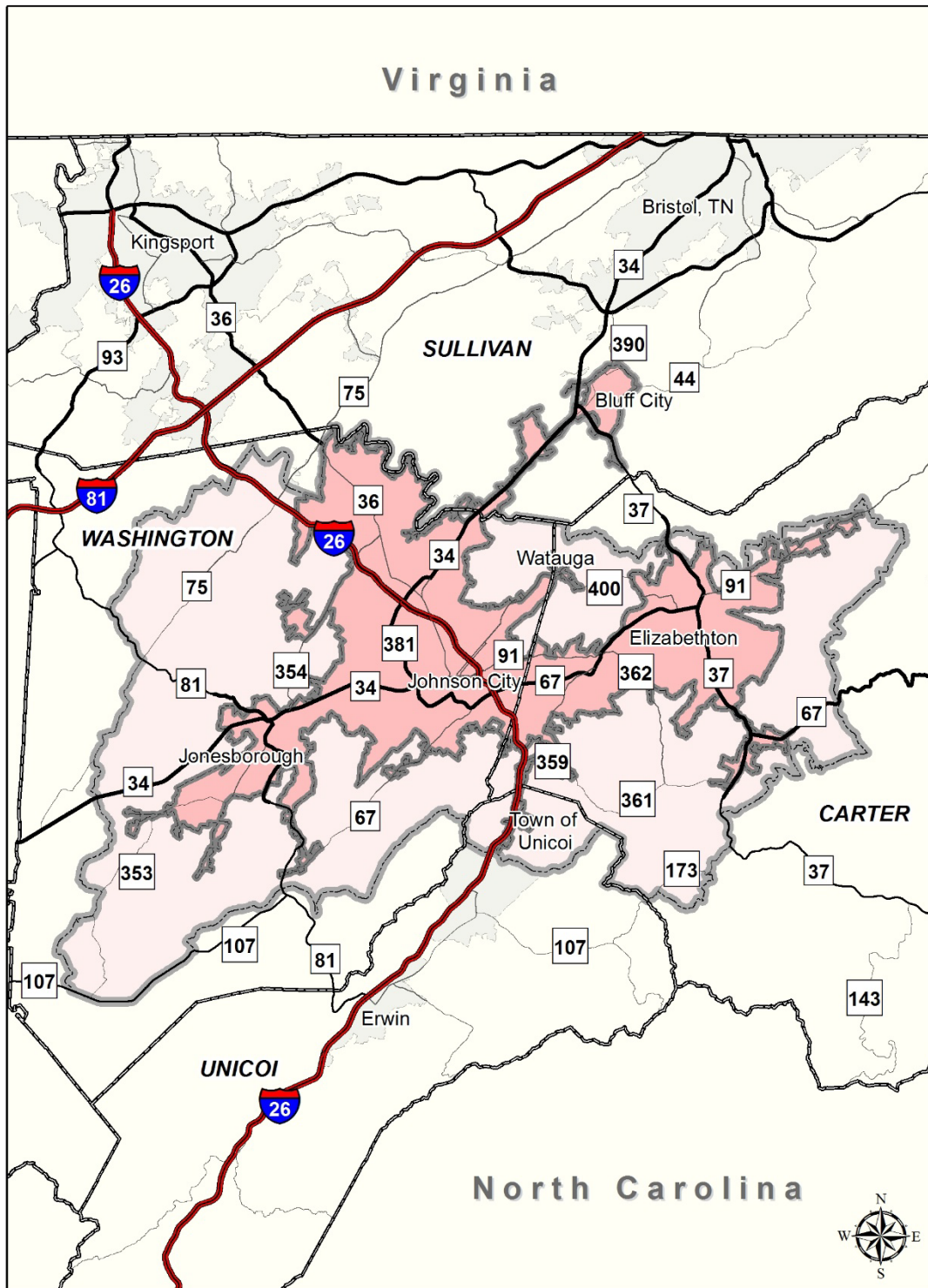
1.2 Metropolitan Planning Area

Under current federal law, at a minimum, any urbanized area with a population over 50,000 must be in a Metropolitan Planning Area (MPA) for a Metropolitan Planning Organization (MPO). The MPA is a boundary around the urbanized area that identifies additional areas that are expected to become urbanized within the next twenty (20) years. The Johnson City MTPO MPA consists of the Town of Bluff City, the City of Elizabethton, the City of Johnson City, the Town of Jonesborough, a portion of the Town of Unicoi, and parts of Carter, Sullivan and Washington Counties. The map in Figure 1 on the next page shows the Johnson City MTPO Urbanized Area, as well as the MPA boundaries. The current boundary was adopted by the Johnson City MTPO Executive Board at its meeting on October 9, 2014 and approved by the Governor of the State of Tennessee on December 17, 2014.



1.3 Organizational Structure

The Johnson City MTPO is comprised of an Executive Board, an Executive Staff (technical committee) and administrative staff. The Executive Board is the overall governing body for the Johnson City MTPO and is supported by the Executive Staff and the Johnson City MTPO administrative staff. The administrative staff of the Johnson City MTPO is housed as a division of the Development Services Department of the City of Johnson City. As required by federal law, the Johnson City MTPO is responsible for coordinating transportation planning activities for all its member jurisdictions. Figure 2 on page 12 shows the Organizational Structure of the Johnson City MTPO.

Figure 1
 Johnson City MTPO MPA Boundary



Legend

-  Johnson City 2010 Urbanized Area - Smoothed
-  Johnson City MTPO MPA Boundary - October 2014

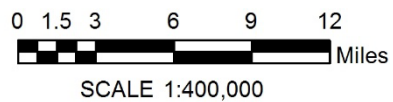
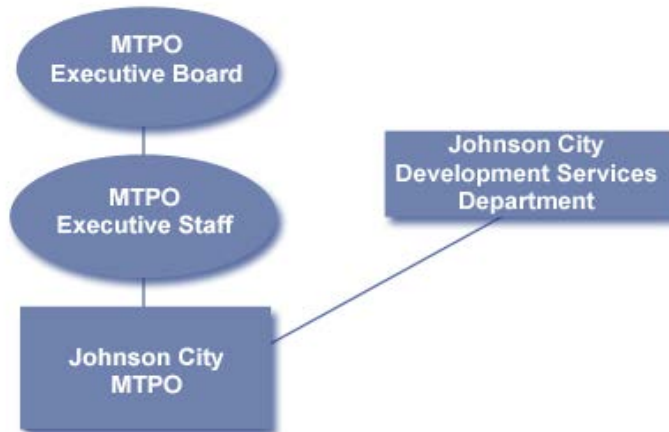


Figure 2
Johnson City MTPO Organizational Chart



1.4 Purpose of the Document

As part of the metropolitan planning requirements, the Johnson City MTPO develops and regularly updates a Transportation Improvement Program (TIP). The purpose of the TIP is to identify and program all transportation projects within the Johnson City MPA that are funded by federal programs in Titles 23 (Highways) and 49 (Transportation) of the USC. The TIP is cooperatively developed at least every four (4) years by the Johnson City MTPO administrative staff in conjunction with its member jurisdictions, Tennessee Department of Transportation (TDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and providers of public transportation. The TIP is included by reference in the Statewide Transportation Improvement Program (STIP) and adopted by the Johnson City MTPO Executive Board and the Governor of the State 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.

Once a draft TIP is completed, it is submitted to TDOT, FHWA, and FTA for comments. Once the comments have been adequately addressed, the TIP follows the process described in the Public Participation Plan to provide public notice and an opportunity for the public to comment. Once any public comments are addressed, the TIP is recommended for adoption by the Johnson City MTPO Executive Board. Then, the final TIP is forwarded to TDOT to be included by reference in the STIP and approved by FHWA and FTA.

2 Program Development

The projects that can be included in the TIP range from new construction and capital improvements for highway, transit, bicycle and pedestrian facilities, intercity transportation, to operational and safety improvements. Consideration is also given to operational strategies from the Johnson City MTPO Regional Intelligent Transportation System (ITS) Architecture, the Johnson City Coordinated Public Transit-Human Services Transportation Plan, Americans with Disabilities Act (ADA) Transition Plans, TDOT's Three Year Work Program and 25-Year Long-Range Transportation Policy Plan, the Johnson City Unified Planning Work Program, and the Strategic Highway Safety Plan (SHSP) for Tennessee. Also considered are subarea and corridor studies, such as the Washington County Thoroughfare Plan.

2.1 Planning Horizon

All projects in the TIP are derived from the Johnson City MTPO 2045 Metropolitan Transportation Plan (MTP), which is a plan that is required to cover at least a twenty (20) year timeframe of planning for projects in the future. TIP projects include either the MTP (Regional Plan ID) Project Number or state the project is consistent with the overall objectives with the MTP. The 2045 MTP was adopted on February 22, 2018. At a minimum, the TIP is required to cover at least a four (4) year horizon. This TIP covers the federal fiscal years (FFYs) period of October 1, 2016 to September 30, 2020. The previous TIP covered the FFYs period of October 1, 2013 to September 30, 2017 and was adopted on December 19, 2013. The next TIP will cover the FFYs period of October 1, 2019 to September 30, 2022, and the development cycle will begin in early 2019.

2.2 Project Selection

The Johnson City MTPO considered many factors important to the area during its project selection process. Those factors are shown in Figure 4 on the next page. The factors are considered when projects are submitted by local jurisdictions for inclusion in the TIP. A call for projects was issued during the Executive Board meeting on December 10, 2015. Staff met individually with local jurisdictions to determine the status of projects in the current TIP, review available funding, and the capacity of the local governments to provide the required match to the federal funds for current and new projects. A draft list of submitted projects were presented to the Executive Board and Executive Staff on May 12, 2016. The final TIP will then be formally presented to the Executive Board, which has the responsibility as the governing policy board to adopt the TIP. Projects in the first year of the TIP constitute an agreed to list of projects for inclusion in the TIP.

2.3 Project Phases

The TIP is just one part of a project's journey through the planning and approval process. Projects in the TIP must first appear in the 2045 MTP, which was adopted on February 22, 2018. One project can have many phases – preliminary engineering, environmental process, design, right-of-way purchase, and finally, construction. It can take many years for one project to complete all phases and be ready for construction, so not all phases may be included in this TIP. In order to add a project phase to the TIP, funding must be identified and be readily expected to be available in order to ensure the TIP remains fiscally constrained. Figure 3 below lists the types of project phases found in the TIP and a brief description, along with a Glossary in Appendix D that provides in-depth descriptions.

Figure 3

Types of Project Phases		
Project Phase	Acronym	Description
Acquisition/Purchase	ACQ	Procuring equipment, software, or vehicles
Capital	CAP	Capital Expenditures
Construction	CONST	Work by the agency or contractor(s) to construct the project, possibly including utility relocation
Intelligent Transportation Systems	ITS	Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility

Maintenance	MAINT	Activities to maintain the transportation/transit system
Operations	OP	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems
Preliminary Engineering - NEPA	PE-N	Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document
Preliminary Engineering - Design	PE-D	Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document
Right-of-Way	ROW	Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.
Training	TR	Training Activities

Figure 4

TIP Project Selection Criteria	
Criteria	Points Available
CONSISTENCY WITH PLANS	
In previous TIP or related project in TIP	15
Consistent with growth plan/land use/ ITS Architecture plans	8
CONGESTION MANAGEMENT	
Reduces/manages congestion in travel demand model	8
Improves traffic operations	10
Transit capital improvement	2
Alternative mode (bike, pedestrian, and other modes)	5
ITS project	2
TRAFFIC CIRCULATION	
Improves access to major highways	5
Provides/enhances connection between modes	4
Enhances connectivity of street network	14
ECONOMIC DEVELOPMENT	
Improves facility for freight movement (air, rail, distribution)	2
Enhances economic development investments	10
AIR QUALITY	
Promotes positive affect on air quality	2
SAFETY MANAGEMENT	
Promotes/improves safety	7
VALUE ADDED	
Local Match greater than minimum required	2
Right of Way (ROW) was donated, engineering already complete, etc.	4
TOTAL	100

2.4 Advanced Construction

Advanced Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project.

An AC project must meet the same requirements and be processed in the same manner as a regular Federal-Aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc., when any phase is implemented with Federal-Aid funds.

2.5 National Transportation Goals

Title 23 of the USC, Section 150(b) lists a set of seven (7) national transportation goals for the federal-aid highway system:

- (1) **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- (3) **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System.
- (4) **System reliability** – To improve the efficiency of the surface transportation system.
- (5) **Freight movement and economic vitality** – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

2.6 Federal Planning Factors

In addition to project selection criteria, the Johnson City MTPo also considered the ten (10) planning factors identified in the current transportation authorizing legislation, FAST Act, which requires MPOs to focus efforts on regional strategies that:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase the accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, and promote consistency between transportation improvements, state and local planned growth, and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system across and between modes, for people and freight;

- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

2.7 Federal Planning Emphasis Areas

The U.S. Department of Transportation has also identified three (3) Planning Emphasis Areas:

(1) **Models of Regional Planning Cooperation**

The Johnson City MTPO will promote cooperation and coordination across MPO boundaries to ensure a regional approach to transportation planning. A memorandum of agreement (MOA) between the Johnson City MTPO and the Kingsport MTPO designates that the Johnson City MTPO will conduct planning activities in the Gray area, which is currently within the Johnson City city limits. The Kingsport and Johnson City Urbanized Areas are adjacent and the MPA boundaries overlap. The MOA defines the planning responsibilities for each MTPO MPA boundary. The Johnson City MTPO staff also coordinates an annual regional Tri-Cities MPO Technical Coordination meeting.

(2) **Access to Essential Services**

The Johnson City MTPO, as part of the transportation planning process, will identify transportation connectivity gaps in access to essential services. The Coordinated Public Transit – Human Services Transportation Plan is a joint effort of the Johnson City MTPO and Johnson City Transit that identify gaps in transit services and determines cost effective improvements that result in a better transit system. It should be noted not all gaps may be met due to funding limitations. However, the opportunity to coordinate between transit systems, service providers, and other human services agencies is crucial in planning an efficient system focusing the services on the population in need of transit.

(3) **MAP-21 and FAST Act Implementation**

Once the U.S. DOT has issued the final rule regarding the performance framework and TDOT and the Johnson City MTPO have set performance targets, the Johnson City MTPO will participate in the development and implementation of a performance management approach to transportation planning and programming, which will include the development and use of performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. These components will ensure achievement of transportation system performance outcomes.

3 Public Participation

The Johnson City MTPO 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 MTP and the TIP, the public and interested stakeholders are given an opportunity to comment. The full document is available on the website at <http://jcmppo.org/ppp.html>.

Throughout the development of the MTP, significant public input was gathered from online surveys and public meetings with local civic groups and economic round tables. In addition to this, the MTP was made available for thirty (30) calendar days for the public to comment. All projects in the TIP must either be in the MTP or consistent with the MTP, thus the public has already been made aware of planned projects and has been provided with the opportunity to comment.

To build on this process, the TIP process includes additional opportunities for the public to be involved. The workshop to develop the TIP is open to the public. Following the process outlined in the PPP, the draft TIP is available to the public for review and comment for fourteen (14) calendar days from the date of the public notice in the regional newspaper. The notices and document is made available on the Johnson City MTPO website and posted on Twitter account @JohnsonCityMTPO. During this review period, a public hearing is held to present the TIP to the public and provide an opportunity for comments. All public participation documentation and comments are compiled for inclusion in Appendix A of the TIP document and presented to the Executive Board. If there are significant comments, the Executive Board may choose to postpone the adoption of the TIP until such time these comments can be addressed. If the TIP document changes significantly, the Executive Board may decide to request an additional review period to afford the public the opportunity to comment on the revisions.

3.1 Coordination and Consultation Process

As part of the “Consultation Process” required by Section 450.316 of the CFR, the Johnson City MTPO has established contact with federal and state agencies. Formal coordination with these agencies will help to identify effective mitigation strategies for potential impacts of projects included in the Johnson City MTPO’s MTP and TIP. The Johnson City MTPO public participation processes shall be coordinated with the statewide transportation public involvement process through review and communication wherever possible. The Johnson City MTPO Interagency Consultation List is available as Appendix C in the PPP. A checklist from the PPP for adoption of the TIP is shown as Figure 5 on the next page.

3.2 Title VI / Environmental Justice / ADA

As with all processes and projects in the Johnson City MTPO, Title VI, Environmental Justice, and the ADA are a priority. Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, sex, and national origin. Specifically, Title 42 of the USC, Section 2000d states, “No person in the United States, 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 addressing, 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 Johnson City MTPO comply with Title VI, Environmental Justice and the ADA.

3.3 Public Transportation Program of Projects

Johnson City Transit (JCT) relies on its coordination with the Johnson City MTPO public participation process outlined in the PPP to ensure public awareness and outreach of the agency’s Program of Projects (POP). Johnson City MTPO’s public involvement activities, public notices, and public comment periods on the TIP will satisfy the POP requirement of the Urbanized Area Formula Program (Section 5307) administered by FTA.

Public notices of the TIP will state: *“Public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirement for the Federal Transit Administration Urbanized Area Formula Program.”*

Figure 5

Transportation Improvement Program (TIP) Checklist	
Activity	Technique(s)
Draft Document	Available online at www.jcmpo.org and at the Johnson City MTPO office.
Comment Opportunities	<ul style="list-style-type: none"> • Public Hearing and Workshops • Electronic Surveys or Comment Forms • During standard public meetings, such as Executive Board/Staff meetings • In person or by mail to the Johnson City MTPO Office
Public Notice & Comment Period	14 Calendar Days, beginning with public notice in a regional newspaper and on the Johnson City MTPO website at www.jcmpo.org , and on Twitter.
Public Hearing	Public hearing will be held during the public comment period.
Public Meeting/Hearing Notice	Published a minimum of seven (7) calendar days prior to the public meeting/hearing in the Johnson City Press, on the website and on Twitter.
Amendment Notice	Amendments to the TIP will follow the same public review process and procedures as that of TIP adoption.
Summary of comments received	A public comment summary will be made available to members of the Executive Board prior to the meeting for the TIP adoption/amendment. Written and verbal comments are summarized and incorporated into the final document. If significant changes are made after addressing the comments, additional opportunity for public comment will be provided.
Final, adopted document availability	The final, adopted TIP document will be available on the Johnson City MTPO website and at the administrative office.

3.4 Annual Listing of Obligated Projects

At the end of each federal fiscal year, an annual listing of obligated projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year, will be published or otherwise made available by the cooperative effort of the state, transit operator and metropolitan planning organization for public review. The listing will be consistent with the categories identified in the TIP. The listing includes both highway (FHWA) and transit (FTA) projects. Notice will be given through the website, under the “Projects & Info” tab, and on the Twitter account @JohnsonCityMTPO. The listing will be distributed and discussed at the Executive Board/Staff meetings, along with the listing emailed to the members.

4 Financial Plan

4.1 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 Johnson City MTPO, TDOT and other agencies that reside in the Johnson City MTPO MPA boundary have submitted projects and indicated they have the financial resources to provide the necessary local matching funds to complete their projects. If funding revenues change, either in the positive or negative level, the TIP will be adjusted or amended when necessary.

Detailed financial breakdowns are included in the Summary Tables in Section H of this document. The total amount of money available in each funding category is shown, as well as the total amount of programmed expenditures 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 the FAST Act. Therefore, the TIP is “fiscally constrained.”

4.2 Revenue Sources

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 Johnson City MTPO staff, JCT staff, and TDOT, as was done in developing the MTP. The Johnson City MTPO staff also uses a conceptual planning cost estimation tool provided by TDOT. The Johnson City MTPO used Year of Expenditure (YOE) to calculate future costs. Johnson City 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 rate was provided by TDOT. The annual allocation of Surface Transportation Block Grant Program – Local funds (STBG-Local) for the Johnson City Urbanized Area is estimated at \$1,527,028 for FFY 2016 and increase by 4% for each year thereafter. The Johnson City MTPO used this figure to ensure projects, covering multiple years in the TIP, do not exceed projections; however, the annual allocation can vary from year to year, depending upon revenue from the highway trust fund, changes to the gas tax, congressional rescissions, or other external influences. If this occurs, the Johnson City MTPO will adjust the TIP accordingly. The Johnson City MTPO works closely with JCT in forecasting transit revenue to include in the TIP, taking into consideration historic funding from the Governor’s allocation of Section 5307 funds and discretionary grant funding in other programs, such as Section 5339.

4.3 Ongoing Maintenance and Operations Cost

The Johnson City MTPO and its member jurisdictions must assure the maintenance and efficient operation of 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, street lighting, sidewalk repair, sinkhole repair, 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 annual activities are not funded through or scheduled in the TIP, they are included in Figure 6 below to demonstrate that jurisdictions and agencies have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP. These number are based on uncertain economic growth. Actual numbers may change. For future years, a conservative estimate of a one (1) percent increase in the budget was used. In the event Federal transportation funds were made available for maintenance and operations projects, it would be identified in the TIP.

Figure 6

Maintenance and Operations Budgets		
Jurisdiction	Estimated Annual Revenues	Estimated Annual Costs
Town of Bluff City, TN	\$56,560	\$56,560
City of Elizabethton, TN	\$140,560	\$140,560
City of Johnson City, TN	\$3,373,470	\$3,373,470
Town of Jonesborough, TN	\$140,560	\$140,560
Portion of Town of Unicoi, TN	\$281,123	\$281,123
Carter County, TN	\$1,686,735	\$1,686,735
Sullivan County, TN	\$3,342,090	\$3,342,090
Washington County, TN*	\$8,433,675	\$8,433,675
Total Annual Budget	\$17,454,773	\$17,454,773

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

For Johnson City Transit, funds are spent on daily operations activities and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation infrastructure. Figure 7 below provides estimated annual operations and maintenance costs for Johnson City Transit.

Figure 7

Maintenance and Operations Budgets – Public Transportation		
Jurisdiction	Estimated Annual Revenues	Estimated Annual Costs
Johnson City Transit (JCT)	\$3,340,400	\$3,340,400

4.4 Funding Programs

Over the years, new transportation authorizations have eliminated, consolidated, or created transportation funding programs. The newest transportation authorization, the FAST Act, was a five-year authorization enacted on December 4, 2015. Moving Ahead for Progress in the 21st Century Act (MAP-21) was a two-year authorization that was enacted July 6, 2012, and extended until December 4, 2015. Figure 8 on the next page summarizes the major funding categories available for transportation projects in the

TIP, including a brief description of the types of eligible activities, along with the funding ratio. Please note that although funding sources discussed in Figure 8 may not be in the current TIP, this information is provided to educate stakeholders on the funding that is available and the changes that occurred when the FAST Act was signed into law. Many stakeholders may be unaware of these changes and still expect a specific program to be available when it was actually changed, eliminated, or consolidated into another program. Also, the funding ratio may be different for specific safety improvement projects (listed in 23 USC 120(c)(1)), with up to 100% funded by Federal dollars.

Figure 8

Authorized Federal Transportation Funding Programs			
FAST Act Federal Programs	MAP-21 Federal Programs	Description	Funding Ratio
Congestion Mitigation and Air Quality Improvement Program (CMAQ)			
Program is largely the same as it was under MAP-21.	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
Emergency Relief Program (ER)			
Program is largely the same as it was under MAP-21.	Emergency Relief Program (ER)	Provides funding for emergency repairs and permanent repairs on Federal-aid highways and roads, and roads on Federal Lands	80%-100% Federal, 0%-20% Non-Federal
Federal Lands and Tribal Transportation Programs (FLTP) (FLAP)			
Programs are largely the same as it was under MAP-21.	<ul style="list-style-type: none"> • Federal Lands Transportation Program (FLTP) • Federal Lands Access Program (FLAP) 	Provides funding for roads providing access to and within Federal and Indian lands.	80%-100% Federal, 0%-20% Non-Federal

High Priority Project (HPP)			
Not found in the FAST Act; Consolidated Appropriations Act of 2016 made changes to be able to repurpose old funding.	Program was eliminated by MAP-21.	Provided designated funding for specific projects through congressional earmarks. States are now allowed to repurpose certain funds originally earmarked for specific projects more than 10 years ago. Several projects in this TIP still carry HPP funding.	80% Federal, 20% Non-Federal
Highway Safety Improvement Program (HSIP) (PHSIP)			
Program is largely the same as it was under MAP-21, but activity must be listed in statute to be eligible.	Highway Safety Improvement Program (HSIP) / Penalty Highway Safety Improvement Program (PHSIP)	Provides funding for strategies, activities, and projects on a public road that is consistent with a data-driven State Strategic Highway Safety Plan, and corrects/improves a hazardous road location/feature or addresses a highway safety program. If a state does not enforce the open container or minimum penalties for repeat offenders laws, 2 ½ percent of funds shall be reserved for PHSIP activities. The State of Tennessee Strategic Highway Safety Plan follows guidance provided by FHWA to meet the requirements of the FAST Act to obligate funds under HSIP.	90% Federal 10% Non-Federal (except as provided in 23 USC 120 and 130)
National Highway Freight Program (NHFP)			
New program in the FAST Act.	N/A	Provides funding for projects on a designated national freight network that is critical to the safe and efficient shipment of freight in the U.S. Projects must be included in a national and state strategic plan for improvements to highway freight transportation.	80% Federal, 20% Non-Federal
National Highway Performance Program (NHPP)			
Program is largely the same as it was under MAP-21, with 4 new eligible categories.	National Highway Performance Program (NHPP)	Provides funding to support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	80% Federal, 20% Non-Federal

Surface Transportation Block Grant Program (STBG-Local) (STBG-State)			
Program's name is changed to Surface Transportation Block Grant Program. Transportation Alternatives added as a set-aside.	Surface Transportation Program (STP) - State	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urban Clusters & Urbanized Areas. Other activities include Transportation Alternatives, Safety, and Rail-Highway Crossings.	80% Federal, 20% Non-Federal
	Surface Transportation Program (STP) – Local	Provides funding to urban areas of 5,000 to 200,000 in population for improvements on routes functionally classified urban collectors or higher.	80% Federal, 20% Non-Federal
	Transportation Alternatives (TA); previously Transportation Enhancements (ENH)	This program is now a set-aside in the STBG for activities such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation, environmental mitigation, etc.	80% Federal, 20% Non-Federal
	Recreational Trails Program (RTP)	Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. However, governor can opt-out to the set-aside from TA funds for this program.	80% Federal, 20% Non-Federal
Transportation Alternatives (TA)			
Program was eliminated in the FAST Act.	Transportation Alternatives (TA)	No longer a separate program but replaced as a set-aside in the renamed STBG funding formula.	N/A
Urbanized Area Formula Grant (Section 5307)			
Program is largely the same as it was under MAP-21.	FTA-5307	Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. Other eligible activities include job access and reverse commute projects. Operators must maintain equipment & facilities according to the Transit Asset Management Plan.	<u>Capital</u> – 80% Federal, 20% Non-Federal <u>Operating</u> – 50% Federal, 50% Non-Federal
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)			
Program is largely the same as it was under MAP-21.	Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities (FTA-5310)	Section 5310 is a formula grant program for urbanized areas that provides funding for operating and capital expenses of state/local governments, non-profit groups, and operators of public transportation providing service to elderly persons or persons with disabilities.	<u>Capital</u> – 80% Federal, 20% Non-Federal <u>Operating</u> – 50% Federal, 50% Non-Federal

Formula Grant for Rural Areas (Section 5311)			
Program is largely the same as it was under MAP-21.	Federal Transit Administration Formula Grant for Rural Areas (FTA-5311)	Section 5311 is a formula grant program provided to states to support public transportation in rural areas of less than 50,000 in population. Funding is available for capital, planning, and operating assistance.	<u>Capital</u> – 80% Federal, 20% Non-Federal <u>Operating</u> – 50% Federal, 50% Non-Federal
State of Good Repair (Section 5337)			
Program is largely the same as it was under MAP-21.	Federal Transit Administration State of Good Repair (FTA-3557)	Section 5337 is a formula grant program providing funds for public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for capital projects to maintain a system in a state of good repair and for transit asset management.	80% Federal, 20% Non-Federal
Bus and Bus Facilities (Section 5339)			
Program is largely the same as it was under MAP-21.	Federal Transit Administration Bus and Bus Facilities (FTA-5339)	Section 5339 is a formula grant program provides for the establishment of new rail or bus way projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven (7) years old, and the upgrading of bus systems.	80% Federal, 20% Non-Federal

Note: There are other funding programs available in the FAST Act for transportation projects and activities; however, these programs were not reasonably expected to fund any of the projects in this TIP.

5 TIP Amendment and Modification Procedures

The TIP may be modified at any time through two processes. One is the amendment process and the other is the administrative adjustment process. An MOA between the Johnson City MTPO and TDOT has been agreed upon which outlines these processes and requirements. Extracts from this MOA are outlined in the sections below. A complete copy of the MOA is provided in Appendix B of this document.

5.1 Project Thresholds

The MOA between the Johnson City MTPO and TDOT identifies the project cost change thresholds that require either an amendment or an administrative adjustment. Figure 9 below shows the project cost change thresholds, a sliding scale of the total cost of all phases of a project that is shown within the approved TIP and how much of a percentage of that change triggers the amendment process or the administrative adjustment process. This applies to FTA projects as well as FHWA projects. For example, if the total project cost is \$1 million, and additional funds of \$500,000 are being added, the percent cost change is 50 percent, which would require the administrative adjustment process. If the total project cost is \$ 1 million, and additional funds of \$800,000 are being added, the percent cost change is 80 percent, which would require the amendment process.

Figure 9

Project Cost Change Thresholds		
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%

5.2 Amendments

An amendment is a revision to the TIP that involves a major change to a project or the overall program and must meet the requirements of 23 CFR 450.316, 23 CFR 450.326, and 23 CFR 450.328 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. At present, the Johnson City MTPO MPA is designated as “attainment” by the EPA and is not required to develop a regional air quality conformity finding.

An amendment is required when changes to the TIP include:

- A major change in the total project cost (excluding groupings), as shown in Figure 6 – Project Cost Change Thresholds; 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 for transit funding, or changing termini; or
- Any changer requiring a new regional air quality conformity finding, where applicable (including groupings).

5.3 Administrative Adjustments

An administrative adjustment in the TIP is a minor change from the approved TIP. Administrative adjustments must be consistent with 23 CFR 450, but they do not require public review and comment, re-demonstration of fiscal constraint, or a regional air quality conformity finding in non-attainment or maintenance areas. TIP administrative adjustments are defined as follows:

- A minor change in the total project cost, as shown in Figure 6 – Project Cost Change Thresholds; or
- A minor change in project description that does not change the air quality conformity finding in non-attainment and/or maintenance 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, shown in Figure 6 – Project Cost Change Thresholds, 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 fiscal 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 shown in Figure 6 – Project Cost Change Thresholds, 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, shown in Figure 6 – Project Cost Change Thresholds, for the total project cost of all phases shown within the approved TIP; or
- Changes required to following 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.

6 Status of Projects in FYs 2014-2017 TIP

On December 10, 2015, the Johnson City MTPO notified its members during the Executive Board meeting that a new TIP would be developed and issued a call for projects. 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. Staff met individually with each jurisdiction to review current projects and their status, available funding, and capacity for matching local funds for projects. Figure 10 on the next page is a summary of the status update of the projects. Please note that reoccurring groupings, listed below, are on-going projects with no particular status:

- Surface Transportation Program Grouping (2014-02, STP-State funds);
- Highway Safety Improvement Program Grouping (2014-03, HSIP/PHSIP funds);
- National Highway Performance Program Grouping (2014-04, NHPP funds);
- Transportation Alternatives Grouping (2014-09, TA funds); and
- Safe Routes to School Grouping (2014-10, SRTS funds).

Figure 10

Status of Projects in FYs 2014-2017 TIP				
TIP No. TDOT PIN	TIP Page No.	Project Name (Location)	Description	Status
2008-04 111350.00	A-1	Signalization at 10 intersections (Johnson City)	Upgrade and install traffic signals at 10 intersections to improve safety and congestion throughout Johnson City	Completed in 2016
2008-05 111351.00	A-2	SR 381 at Indian Ridge Improvements (Johnson City)	Add turn lanes, bridge rehabilitation at intersection of SR 381 (N State of Franklin Rd) and Indian Ridge Rd	Currently in ROW Phase; Construction estimated to begin in FYs 2016-17
2010-05 114592.00	A-3	Traffic Circle for Mountainview Rd (Johnson City)	Installation of traffic circle at the intersection of Mountainview Rd and Browns Mill Rd	Currently in ROW Phase; Construction estimated to begin in FYs 2016-17
2014-12 118859.00	A-4	Signalization improvements at two intersections (Elizabethton)	Upgrade/install traffic signals at SR 67/SR 359 (Milligan Hwy) and SR 67/Mill Street	Currently in PE – N Phase
2013-02	A-5	Adaptive Signal Control Phase 1 (Johnson City)	Add adaptive signal control on SR 381 (N State of Franklin Rd) in the vicinity of I-26 to improve safety & reduce congestion	Not started- delayed due to funding constraints
2014-11	A-6	Adaptive Signal Control Phase 2 (Johnson City)	Deployment of real-time adaptive traffic signal control technologies (hardware/ software) that will adjust to changing traffic conditions throughout a 24/7 cycle	Not started – delayed due to funding constraints
2014-01	A-7	Elk Avenue Bridge Repair (Elizabethton)	Repair and rehab the Elk Avenue bridge over the Doe River due to deterioration	Not started
2006-11 102620.00	A-8	Knob Creek Road (Johnson City)	Widen existing 2 lane road to 5 lanes with new alignment and new construction, from Marketplace Blvd to Mitzpah Hills Dr, including bridge over CSX rail line.	Currently in ROW Phase
2013-01	A-9	Cherokee School Safe Routes To School (Johnson City)	Construction of a 10 foot concrete walkway from Cherokee Elementary School to Brook Hollow Rd	Completed in 2014

2010-04	A-10	Traffic Circle for Greenline Road (Johnson City)	Installation of traffic circle at the intersection of Greenline Rd and Peoples St	Not started
2012-01 030313.04	A-11	2 nd Avenue RR Crossing Safety Project (Jonesborough)	Install/upgrade railroad safety equipment, including signals & gates	Completed in 2015
2011-31 112457.00	D-1	I-26 Exit 24 (Johnson City)	Construct auxiliary lane and widen eastbound I-26 travel lane, from the end of the on-ramp from SR-91 to the interchange with SR-67 (U.S. 321)	Currently in ROW Phase
2011-30 112456.00	D-2	I-26 Exit 17 (Johnson City)	Interchange Modification	Currently in PE Phase
2011-18 117348.00	E-1	Carter County Streetscape Repair	Improve streetscape and pavement repair	Currently in CONST Phase. Project bid 1 st quarter of 2016
2006-10 43975.01	E-2	SR 91 Extension	Reconstruct existing 5 lane road for various safety & pedestrian improvement, including repaving, restriping, curb, gutter, sidewalks, etc., from SR091 from SR067 (US-321) to SR037 (US-19E)	Currently in PE Phase
2006-12 102618.00	E-3	VA Hospital Connector	Construct a new 2 lane access road from SR 034 (West Market St) to Ashe Ave	Currently in CONST Phase; Bid in March 2016

Status of FTA Transit Projects				
TIP No.	TIP Page No.	Project Name (Location)	Description	Status
2014-05	F-1	JCT Operating Expenses (Johnson City)	Daily operating of fixed route and demand response service & capitalized ADA complementary paratransit service	On-Going
2014-06	F-2	JCT Capital Expenses (Johnson City)	Capitalized preventive maintenance & other capital	On-Going
2014-07	F-3	JCT Para-Transit Vehicles/Buses/Technology (Johnson City)	Purchase of light duty paratransit vehicles, buses, and/or technology systems	7 buses on order, with delivery by July 2016; 2 light duty paratransit vehicles purchased;

				On-Board Camera System installed on entire fleet
2014-08	F-4	Enhanced Mobility of Seniors & Individuals w/ Disabilities (Johnson City)	Funds operating assistance, capital purchases, and program administration of route service	On-Going
2014-13	F-5	Dawn of Hope Minivan Purchase	Purchase of 2 lowered floor minivan vehicles	2 minivans purchased

7 Projects to Carryover from FYs 2014-2017 TIP to FYs 2017-2020 TIP

After the status of a project was assessed, the determination was made whether to carryover the project to the new TIP. The Executive Staff (technical committee) considered a project's current status, available funding, and capacity for matching local funds for projects before making the decision to rank the projects and carry them over to the FYs 2017-2020 TIP. Figure 11 below lists the carryover projects.

Figure 11

Projects to Carryover from FYs 2014-2017 TIP to FYs 2017-2020 TIP			
TIP No. TDOT PIN	TIP Page No.	Project Name (Location)	Description
2008-05 111351.00	A-2	SR 381 at Indian Ridge Improvements (Johnson City)	Add turn lanes, bridge rehabilitation at intersection of SR 381 (N State of Franklin Rd) and Indian Ridge Rd
2010-05 114592.00	A-3	Traffic Circle for Mountainview Rd (Johnson City)	Installation of traffic circle at the intersection of Mountainview Rd and Browns Mill Rd
2014-12 118859.00	A-4	Signalization improvements at two intersections (Elizabethton)	Upgrade/install traffic signals at SR 67/SR 359 (Milligan Hwy) and SR 67/Mill Street
2013-02	A-5	Adaptive Signal Control Phase 1 (Johnson City)	Add adaptive signal control on SR 381 (N State of Franklin Rd) in the vicinity of I-26 to improve safety & reduce congestion
2014-11	A-6	Adaptive Signal Control Phase 2 (Johnson City)	Deployment of real-time adaptive traffic signal control technologies (hardware/ software) that will adjust to changing traffic conditions throughout a 24/7 cycle
2014-01	A-7	Elk Avenue Bridge Repair (Elizabethton)	Repair and rehab the Elk Avenue bridge over the Doe River due to deterioration

2010-04	A-10	Traffic Circle for Greenline Road (Johnson City)	Installation of traffic circle at the intersection of Greenline Rd and Peoples St
2011-31 112457.00	D-1	I-26 Exit 24 (Johnson City)	Construct auxiliary lane and widen eastbound I-26 travel lane, from the end of the on-ramp from SR-91 to the interchange with SR-67 (U.S. 321)
2011-30 112456.00	D-2	I-26 Exit 17 (Johnson City)	Interchange Modification
2006-10 43975.01	E-2	SR 91 Extension	Reconstruct existing 5 lane road for various safety & pedestrian improvement, including repaving, restriping, curb, gutter, sidewalks, etc., from SR091 from SR067 (US-321) to SR037 (US-19E)
2006-12 102618.00	E-3	VA Hospital Connector	Construct a new 2 lane access road from SR 034 (West Market St) to Ashe Ave

8 Performance Measures and Targets

8.1 What is Performance-Based Planning?

This section of the TIP outlines performance measures and targets as part of the performance-based approach to planning and programming activities that were first established by MAP-21 in 2012, then continued by the FAST Act. Performance-based planning requirements will ensure that the selection of transportation and transit projects show progress toward meeting national goals established to improve the overall transportation and transit system. The Johnson City MTPO has partnered with TDOT and the two local transit providers, JCT and NET Trans, by signing a Memorandum of Understanding to establish a cooperative process to develop, share and report information related to performance measures and performance targets that will show progress toward national goals, which are explained in more detail below.

8.2 Transportation National Goals with Performance Measures and Targets

Section 2.5 on page 15 of this TIP document defines the seven (7) national goals that were established to address safety, infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays. Figure 12 on the next page outlines each national goal, the performance measures that have been established by FHWA to make progress toward meeting those goals, along with their corresponding performance targets (if available), and their status of establishment by TDOT and the Johnson City MTPO. Please note that at this time, only the performance targets for safety have been established by TDOT and the Johnson City MTPO.

Figure 12 (PM1)

Transportation National Goals, Performance Measures and Targets				
National Goal	Performance Measure	Baseline (2013-2017)	Performance Target for 2015-2019¹	Status for TDOT/MTPO
Safety	Total number of traffic-related fatalities on all public roads	1,000.6	1,022.0	Targets established by TDOT on August 31, 2018 and by Johnson City MTPO on November 14, 2018
	Rate of traffic-related fatalities on all public roads per 100 million VMT ²	1.329	1.291	
	Total number of traffic-related serious injuries on all public roads	7,227.6	7,374.6	
	Rate of traffic-related serious injuries on all public roads per 100 million VMT	9.594	9.324	
	Total number of non-motorized fatalities and serious injuries on all public roads	467.4	546.8	

¹ The five-year rolling average is calculated by adding the number of fatalities for the consecutive five-year period, dividing by five, and rounding to the tenth decimal place.

² VMT – Vehicle Miles Traveled

Figure 12 (PM2 and PM3)

<i>National Goal</i>	<i>Performance Measure</i>	<i>Baseline</i>	<i>2-Year Performance Target</i>	<i>4-Year Performance Target</i>	<i>Status for TDOT/MTPO</i>
Infrastructure Condition - Pavement	Percentage of pavements on the Interstate System in Good condition	75.6%	N/A	60.0%	Targets established by TDOT on May 20, 2018; and by Johnson City MTPO on November 14, 2018
	Percentage of pavements on the Interstate System in Poor condition	0.14%	N/A	1.0%	
	Percentage of the non-interstate National Highway System in Good condition	44.8%	42.0%	1.0%	
	Percentage of the non-interstate National Highway System in Poor condition	3.24%	4.0%	4.0%	
Infrastructure Condition - Bridge	Percentage of National Highway System bridges classified as in Good condition	39.5%	36.0%	36.0%	
	Percentage of National Highway System bridges classified as in Poor condition	4.9%	6.0%	6.0%	
Congestion Reduction	Annual Hours of Peak Hour Excessive Delay Per Capita	Not applicable to the Johnson City MTPO Area, which is in attainment and is not eligible for CMAQ funding	MTPO – not applicable	MTPO – not applicable	TDOT to establish before May 20, 2018; Johnson City MTPO – not applicable
	Percentage of Non-Single Occupancy Vehicle (SOV) Travel				
System Reliability	Percentage of the Person-Miles Traveled on the Interstate that are reliable	87.7%	85.3%	83.0%	Targets established by TDOT on May 20, 2018; and by Johnson City MTPO on November 14, 2018
	Percentage of the Person-Miles Traveled on the Non-Interstate National Highway System that are reliable	N/A	N/A	87.5%	

<i>National Goal</i>	Performance Measure	Baseline	2-Year Performance Target	4-Year Performance Target	Status for TDOT/MTPO
<i>Freight Movement & Economic Vitality</i>	Percentage of Interstate System mileage providing reliable truck travel time	1.35	1.35	1.33	Targets established by TDOT on May 20, 2018; and by Johnson City MTPO on November 14, 2018
<i>Environmental Sustainability</i>	Total emissions reductions by applicable pollutants under the CMAQ program	Not applicable to the Johnson City MTPO Area, which is in attainment and is not eligible for CMAQ funding	MTPO – not applicable	MTPO – not applicable	TDOT to establish before May 20, 2018; Johnson City MTPO – not applicable

8.3 Transit National Goals with Performance Measures and Targets

FTA has also established performance measures and targets for the public transit agencies for a strategic and systematic process of operating, maintaining, and improvement public capital assets effectively through their entire life cycle, along with requirements for safety management systems. At this time, the final rule for Public Transportation Agency Safety Plans (new Part 673 for Title 49 of the CFR) has not been issued by FTA.

Figure 13

Transit National Goals, Performance Measures and Targets				
<i>National Goal</i>	<i>Performance Measure</i>	<i>Baseline % Past ULB (June 2018)</i>	<i>Performance Target % Past ULB (June 2019)</i>	<i>Status for JCT/MTPO</i>
Transit Asset Management	Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	Bus - 0% Cutaway - 84% Minivan - 33% Vans - <25%	Bus - 0% Cutaway - <75% Minivan - <25% Vans - <25%	Transit Agencies established targets on June 26, 2018; Johnson City MTPO established targets on August 23, 2018
	Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB	Service Vehicles - 40%	Service Vehicles - <60%	
	Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	Maintenance - 0% Passenger - 0%	Maintenance - 0% Passenger - 0%	
	Infrastructure: The percentage of track segments (by mode) that have performance restrictions	Not applicable as JCT does not operate passenger trains	Not applicable as JCT does not operate passenger trains	Not applicable

8.4 Linking Performance Measures and Targets to Project Selection from the MTP to the TIP

Section 2.2 on page 13 of this TIP document describes the process and the criteria that are used to select projects to include in the TIP. As stated earlier in this document, projects are derived from the Johnson City MTPO 2045 Metropolitan Transportation Plan (MTP), which was last updated in 2018. The MTPO considers the ten (10) federal planning factors (page 15) when creating the criteria to select projects to include in the MTP and the TIP. Future updates to the MTP will also include the aforementioned performance measures and the selection of projects will show progress toward meeting the established performance targets.

Figure 14 on the next page demonstrates the linkage between the goals and objectives within the 2045 MTP to the federal planning factors and national goals in the FAST Act. As you can see, the four goals and corresponding objectives in the MTP support achievement of each of the seven (7) national goals and each of the ten (10) federal planning factors. Current projects in the TIP can be shown to support improving safety and congestion, as they improve safety at intersections, improve traffic flow in congested corridors, and improve bridges.

Figure 14

Linking MTP Goals to National Goals			
2045 MTP Goals	2045 MTP Objectives	FAST Act	
		Federal Planning Factors	National Goals
Goal #1: Improve Safety and Security throughout the Transportation System of the MTPo Area	Objective: Encourage partnerships with other transportation and non-transportation agencies to enhance transportation safety and security	Increase the safety of the transportation system for motorized and non-motorized users.	Safety - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
	Objective: Reduce secondary traffic accidents		
	Objective: Establish initiatives (projects and programs) to improve the safety and security of vulnerable roadway users (e.g. pedestrians, cyclists, transit riders, and the young and old)	Increase the security of the transportation system for motorized and non-motorized users.	
Goal # 2: Reduce Traffic Congestion along Major Routes of the MTPo Area	Objective: Reduce travel delays between major areas of attractions in the MTPo study area	Increase accessibility and mobility of people and freight. Promote efficient system management and operation.	Congestion reduction - Achieve a significant reduction in congestion on the National Highway System.
	Objective: Seek cost-effective management solutions and new technologies as a means of addressing congestion, reducing transportation delay, improving travel time reliability, and improving system operations		
	Objective: Increase transit and other transportation demand management opportunities		System reliability - Improve the efficiency of the surface transportation system.
	Objective: Enhance the flow of raw materials and manufactured products		

2045 MTP Goals	2045 MTP Objectives	FAST Act	
		Federal Planning Factors	National Goals
Goal # 3: Promote Economic Growth and Livability by Enhancing the Transportation System for the MTPo Area	Objective: Maintain what we have – take a “state of good repair” approach to our community’s transportation assets	Emphasize the preservation of the existing transportation system.	Infrastructure condition - Maintain the highway infrastructure asset system in a state of good repair.
	Objective: Remove obstacles to economic growth through improved transportation facilities and the integration and connectivity of the transportation system, across and between modes, for people and freight thus allowing for the continued expansion of the business community	Improve the resiliency of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	
	Objective: Promote alternative forms of transportation (such as walking, biking, and transit) where possible	Protect and enhance the environment , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	Environmental sustainability - Enhance the performance of the transportation system while protecting and enhancing the natural environment.
	Objective: Seek improvement options and strategies which minimize adverse impacts of surface transportation to historical, social, cultural, and natural environments, including stormwater impacts, and reduce transportation impacts on air-quality		
Goal # 4: Enhance Regional Access to and from the MTPo Area	Objective: Maintain and improve access to regional areas outside of the MTPo study area	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Freight movement and economic vitality - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. <i>(continued next page)</i>
	Objective: Support transportation investments and policies that work to create jobs and improve access to people, tourism, places, and goods while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway’s capacity and safety	Enhance travel and tourism	
	Objective: Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	

			<p>Reduced project delivery delays - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.</p>
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9 Individual Project Sheets for the FYs 2017 – 2020 TIP

The following sections constitute the program of projects to be included in the FYs 2017-2020 TIP. Figure 15 on the next page demonstrates how to read the TIP project pages.

An interactive version of the FYs 2017-2020 TIP, with a map and database, is available online at <http://jcmpotip.johnsoncitytn.org/>.

Johnson City MTPO
Metropolitan Transportation Planning Organization

Login | Create Account
Help with terms used on the site

Fiscal Years 2017-2020 Transportation Improvement Program - Draft

MAP **DATABASE**

Status:
 Approved Projects
 Proposed Amendments

Location: [Clear](#) [Show All](#)
 Carter County
 Sullivan County
 Washington County
 Unicoi County
 Multi-County

Improvement Type: [Clear](#) [Show All](#)
 Bicycle & Pedestrian
 Bridge Work
 Intelligent Transportation/Wayfinding/Streetscaping
 Intersection & Interchange
 New Road/ Road Widening
 Other-Signals/Historic Preservation
 Public Transportation/Transit
 Road Reconstruction/ Safety Upgrade
 Road Resurfacing/ Repair

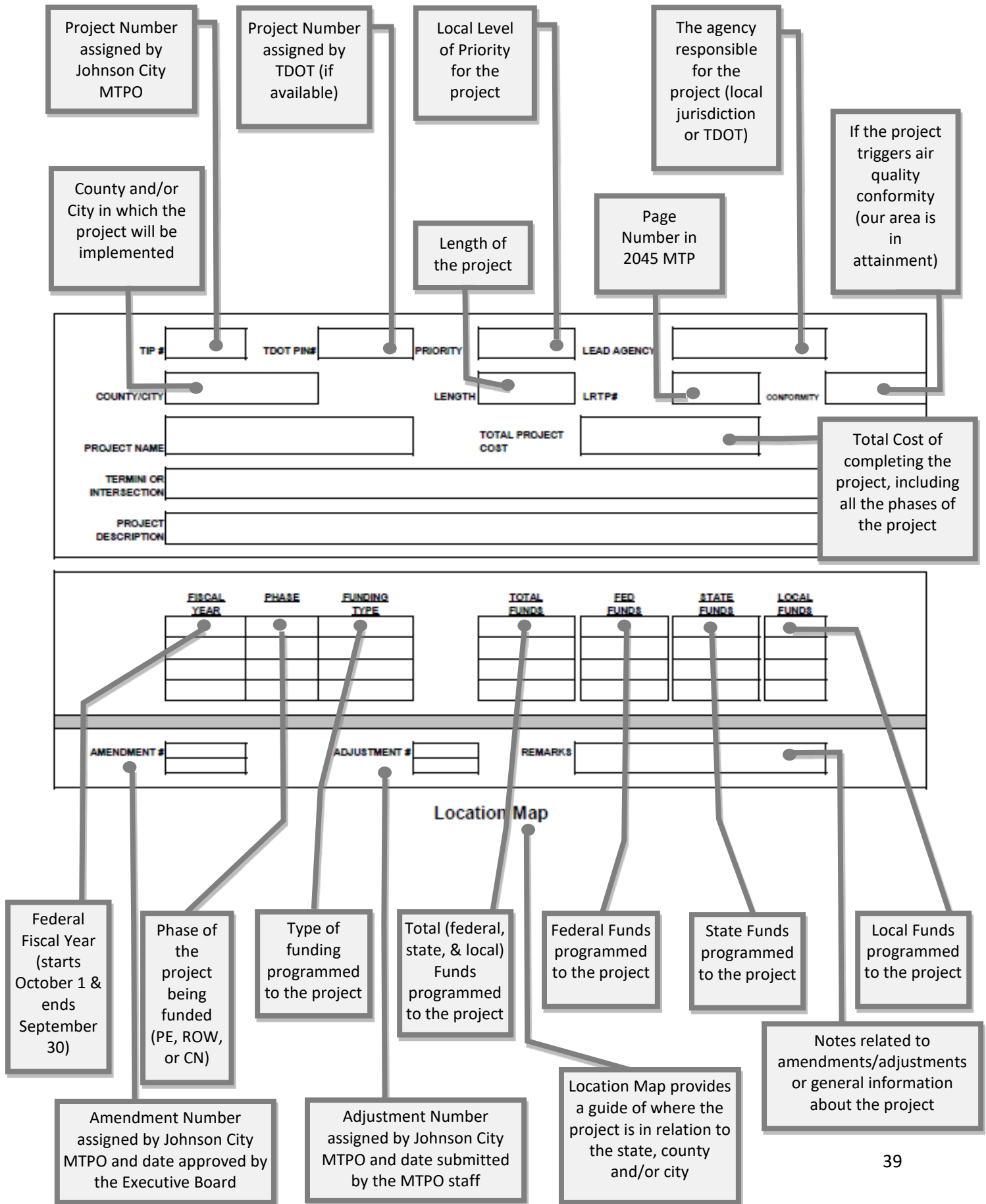
Funding Source: [Clear](#) [Show All](#)
 Congestion Mitigation Air Quality
 Local Funds
 MPO Surface Transportation Block Grant Program
 National Highway System Programs
 Other Federal Highway Funds
 Other Federal Transit Funds

Instructions
 To learn more about a project, click on it on the map.

23 transportation projects are visible on the map that meet the specified criteria. [Reset Map](#)

TIP ID #	Project	Type	Location
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Figure 15: How to Read a TIP Project Page



Section A

Surface Transportation Block Grant
Program - Local Projects (STBG-Local)

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Signalization Improvements for Elizabethton at Two Intersections			TIP #	2014-12
Improvement Type	Signal Upgrades			Lead Agency	Elizabethton
County	Carter County	Length	0.00	Regional Plan ID	TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN	118859.00	Project Cost	\$828,000.00
Route	SR067 (Elk Avenue)				
Location	1. Traffic Signal upgrades at SR067 (Elk Ave) and Milligan Hwy 2. SR067 (Elk Ave) and Mill St				
Project Description	Upgrade/install traffic signals at various locations to improve safety and congestion.				

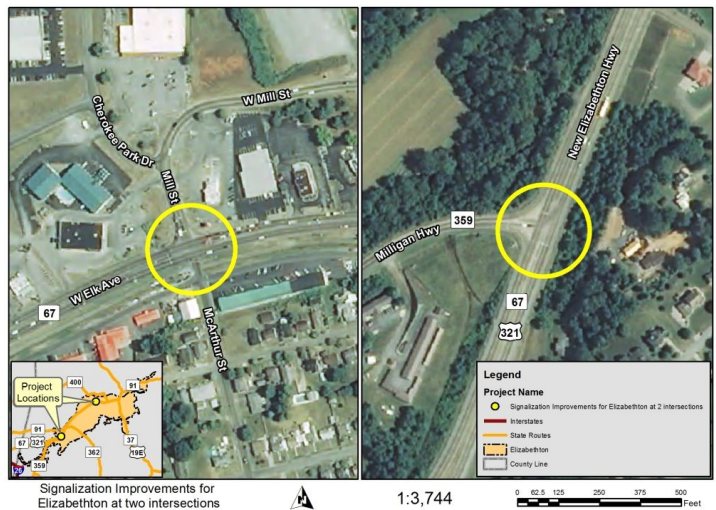
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE- Design	STBG-Local	\$50,000.00	\$50,000.00	\$0.00	\$0.00
2017	Right-of-Way	STBG-Local	\$278,000.00	\$278,000.00	\$0.00	\$0.00
2017	Construction	STBG-Local	\$450,000.00	\$450,000.00	\$0.00	\$0.00
TOTAL			\$778,000.00	\$778,000.00	\$0.00	\$0.00

REVISION HISTORY

3/3/2017	Adjust# 6	Adjust FY 2017 to add Right-Of-Way Phase with \$278,000.
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PROJECT NOTES

Preliminary Engineering - NEPA Phase in previous TIP.



Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Adaptive Signal Control on North State of Franklin Road/I-26 Corridor-Phase 1			TIP #	2013-02
Improvement Type	ITS			Lead Agency	Johnson City
County	Washington County	Length	1.60	Regional Plan ID	TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$290,000.00
Route	SR381				
Location	SR381 (N State of Franklin Rd) from Knob Creek Rd to Browns Mill Rd				
Project Description	Phase 1: Add adaptive signal control on North State of Franklin Road in the vicinity of I-26 to improve safety and reduce congestion.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	PE- NEPA	STBG-Local	\$10,000.00	\$10,000.00	\$0.00	\$0.00
2019	PE- Design	STBG-Local	\$20,000.00	\$20,000.00	\$0.00	\$0.00
2019	Construction	STBG-Local	\$260,000.00	\$260,000.00	\$0.00	\$0.00
TOTAL			\$290,000.00	\$290,000.00	\$0.00	\$0.00

REVISION HISTORY

PROJECT NOTES

Equipment to be installed in existing right of way.



Fiscal Years 2017-2020 Transportation Improvement Program

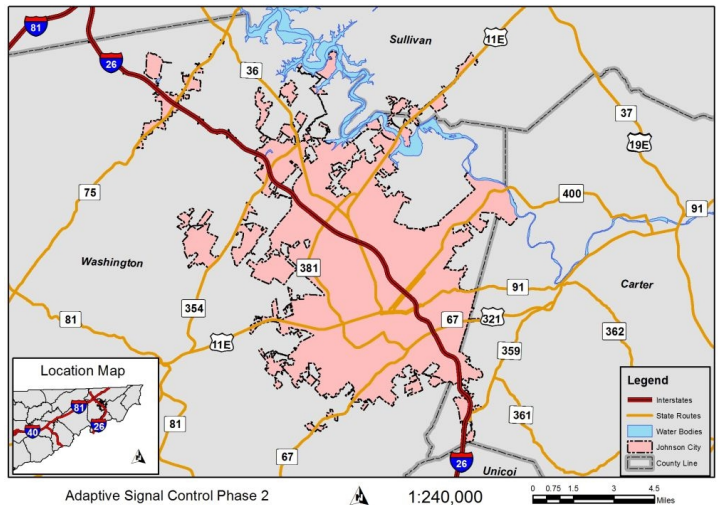
Project Name	Adaptive Signal Control Phase 2		TIP #	2014-11
Improvement Type	ITS		Lead Agency	Johnson City
County	Washington County	Length	0.00	Regional Plan ID TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost \$550,000.00
Route				
Location	Systemwide deployment to add signal control 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	Federal Funds	State Funds	Local funds
2020	PE- NEPA	STBG-Local	\$20,000.00	\$20,000.00	\$0.00	\$0.00
2020	PE- Design	STBG-Local	\$30,000.00	\$30,000.00	\$0.00	\$0.00
2020	Construction	STBG-Local	\$500,000.00	\$500,000.00	\$0.00	\$0.00
TOTAL			\$550,000.00	\$550,000.00	\$0.00	\$0.00

REVISION HISTORY

PROJECT NOTES

Equipment to be installed in existing right of way.



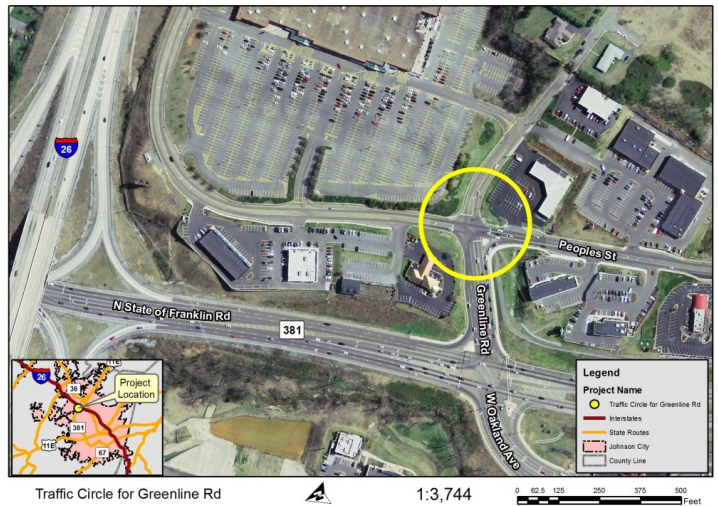
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Traffic Circle for Greenline Road			TIP #	2010-04
Improvement Type	Intersection			Lead Agency	Johnson City
County	Washington County	Length	0.00	Regional Plan ID	E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$1,635,000.00
Route	Greenline Rd and Peoples St				
Location	Intersection of Greenline Rd and People St				
Project Description	Installation of traffic circle at the intersection of Greenline Road and Peoples Street				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	PE- NEPA	STBG-Local	\$55,000.00	\$55,000.00	\$0.00	\$0.00
2020	PE- Design	STBG-Local	\$55,000.00	\$55,000.00	\$0.00	\$0.00
TOTAL			\$110,000.00	\$110,000.00	\$0.00	\$0.00

REVISION HISTORY

PROJECT NOTES



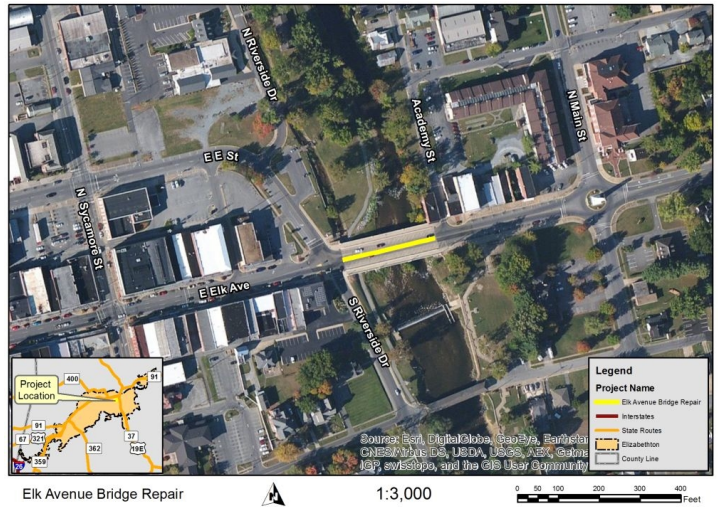
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Elk Avenue Bridge Repair		TIP #	2014-01
Improvement Type	Bridge		Lead Agency	Elizabethton
County	Carter County	Length	0.00	Regional Plan ID Bridge, page 5-26
Air Quality Status	Attainment	TDOT PIN	125528.00	Project Cost \$660,000.00
Route	Elk Avenue			
Location	Elk Avenue Bridge over Doe River			
Project Description	Repair and rehab the bridge due to deterioration.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE- NEPA	STBG-Local	\$15,000.00	\$12,000.00	\$0.00	\$3,000.00
2018	PE- Design	STBG-Local	\$45,000.00	\$36,000.00	\$0.00	\$9,000.00
2018	Construction	STBG-Local	\$600,000.00	\$480,000.00	\$0.00	\$120,000.00
TOTAL			\$660,000.00	\$528,000.00	\$0.00	\$132,000.00

REVISION HISTORY

PROJECT NOTES



Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	SR 67/91/US 321 at SR 37/US 19E Traffic Signal Upgrade		TIP #	2017-01	
Draft Status	Draft		Draft Version	1	
Improvement Type	Signal Upgrades		Lead Agency	Elizabethton	
County	Carter County	Length	0.00	Regional Plan ID	TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN	127849.00	Project Cost	\$660,000.00
Route	SR-37 (US-19E), SR-67 (SR-91/US-321/ Broad Street)				
Location	SR-37 (US-19E), Intersection at SR-67 (SR-91/US-321/ Broad Street), LM 22.00 in Elizabethton, Carter Co.				
Project Description	Upgrade and install traffic signal at intersection of SR-37 (US-19E), Intersection at SR-67 (SR-91/US-321/ Broad Street) to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	PE- NEPA	STBG-Local	\$36,000.00	\$36,000.00	\$0.00	\$0.00
2019	PE- Design	STBG-Local	\$24,000.00	\$24,000.00	\$0.00	\$0.00
2019	Construction	STBG-Local	\$600,000.00	\$600,000.00	\$0.00	\$0.00

REVISION HISTORY

11/14/2018 Amend# 8

Amended to update the project name and description to identify a single intersection location in Elizabethton.

PROJECT NOTES



Fiscal Years 2017-2020 Transportation Improvement Program

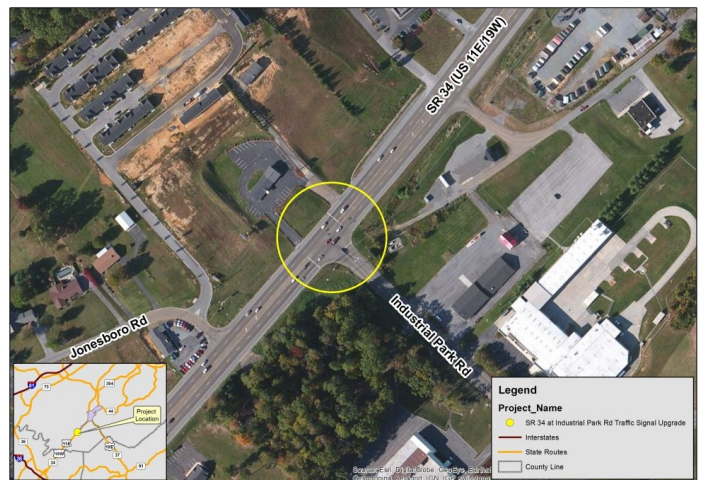
Project Name	SR 34 at Industrial Park Rd Traffic Signal Upgrade		TIP #	2017-02
Improvement Type	Signal Upgrades		Lead Agency	Bluff City
County	Sullivan County	Length	0.00	Regional Plan ID TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost \$200,000.00
Route	SR034 (Bristol Hwy)			
Location	Intersection of SR034 (US 11E/19W) at Industrial Park Rd			
Project Description	Upgrade traffic signal to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE- NEPA	STBG-Local	\$12,000.00	\$12,000.00	\$0.00	\$0.00
2017	PE- Design	STBG-Local	\$8,000.00	\$8,000.00	\$0.00	\$0.00
2017	Construction	STBG-Local	\$180,000.00	\$180,000.00	\$0.00	\$0.00
TOTAL			\$200,000.00	\$200,000.00	\$0.00	\$0.00

REVISION HISTORY

2/16/2017	Adjust# 5	Adjusted to move the project from Fiscal Year 2019 to Fiscal Year 2017.
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PROJECT NOTES



SR 34 at Industrial Park Rd Traffic Signal Upgrade 1:2,000

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	VA Hospital Connector		TIP #	2006-12
Improvement Type	New Road		Lead Agency	Johnson City
County	Washington County	Length	0.37	Regional Plan ID E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN	102618.00	Project Cost \$3,926,735.00
Route	SR 34 (West Market Street)			
Location	SR034 (West Market St/US 11E) to Ashe Ave			
Project Description	Construct a new 2-lane access road			

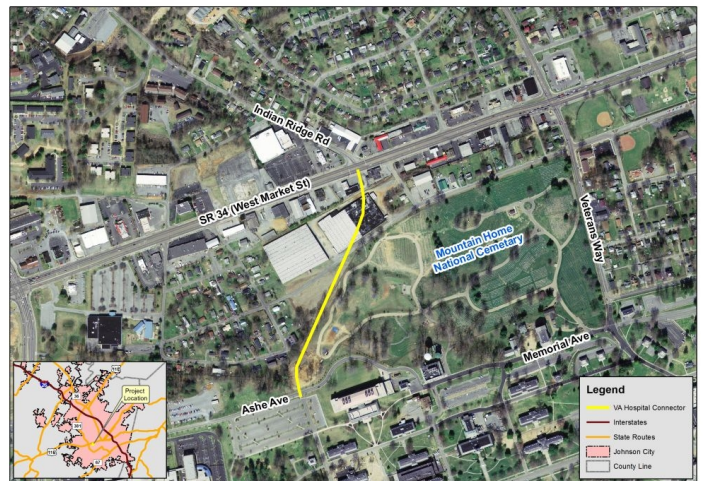
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2018	Construction	STBG-Local	\$160,035.00	\$128,028.00	\$0.00	\$32,007.00
TOTAL			\$160,035.00	\$128,028.00	\$0.00	\$32,007.00

REVISION HISTORY

7/19/2018	Adjust# 18	Add additional funds of \$39,805 for construction for a new total of \$139,805.00 and move to FY 2018 for project closeout.
8/14/2018	Adjust# 20	Adjust FY 2018 by adding \$20,230 to the Construction Phase for a new total of \$160,035 to facilitate project closeout.

PROJECT NOTES

Previous funding provided by High Priority Project 4956, TN-228, and TC03(004). Preliminary Engineering- NEPA and Design and Right-of-Way Phases, and Construction funds already obligated, in previous TIPs.



Veterans Affairs Hospital Connector



1:5,332

0 145 290 580 870 1160 Feet

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	SR 381 at Indian Ridge Road Improvements		TIP #	2008-05
Improvement Type	Road Widening		Lead Agency	Johnson City
County	Washington County	Length	1.00	Regional Plan ID E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN	111351.00	Project Cost \$7,221,700.00
Route	SR381			
Location	Intersection of SR381 (State of Franklin Rd) 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	Federal Funds	State Funds	Local funds
2017	Construction	STBG-Local	\$5,146,700.00	\$4,117,360.00	\$0.00	\$1,029,340.00
2018	Construction	STBG-Local	\$275,000.00	\$220,000.00	\$0.00	\$55,000.00
TOTAL			\$5,421,700.00	\$4,337,360.00	\$0.00	\$1,084,340.00

REVISION HISTORY

2/13/2017	Adjust# 4	Adjusted FY 2017 Construction funds to add \$240,000 (\$192,000 Federal and \$48,000 Local).
3/28/2017	Adjust# 8	Adjusted Fiscal Year 2017 to add \$6,700 (\$5,360 Federal & \$1,340 Local) to the Construction phase.
1/22/2018	Adjust# 15	Adjusted Fiscal Year 2018 to add additional Construction Funds of \$275,000 (\$220,000 Federal, \$55,000 Local).

PROJECT NOTES

Preliminary Engineering - NEPA, Design and Right-of-Way Phases in previous TIPs.



SR 381 at Indian Ridge Improvements



Note: Not to Scale

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Traffic Circle at Mountainview Road		TIP #	2010-05
Improvement Type	Intersection		Lead Agency	Johnson City
County	Washington County	Length	0.00	Regional Plan ID E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN	114592.00	Project Cost \$1,663,000.00
Route	Mountainview Rd and Browns Mill Rd			
Location	Intersection of Mountainview Rd and Browns Mill Rd			
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	Federal Funds	State Funds	Local funds
2017	Construction	STBG-Local	\$1,510,000.00	\$1,510,000.00	\$0.00	\$0.00
TOTAL			\$1,510,000.00	\$1,510,000.00	\$0.00	\$0.00

REVISION HISTORY

2/13/2017 Adjust# 4 Adjusted FY 2017 Construction funds to add \$10,000.

PROJECT NOTES

Preliminary Engineering - NEPA/Design and Right-of-Way Phases in previous TIPs.



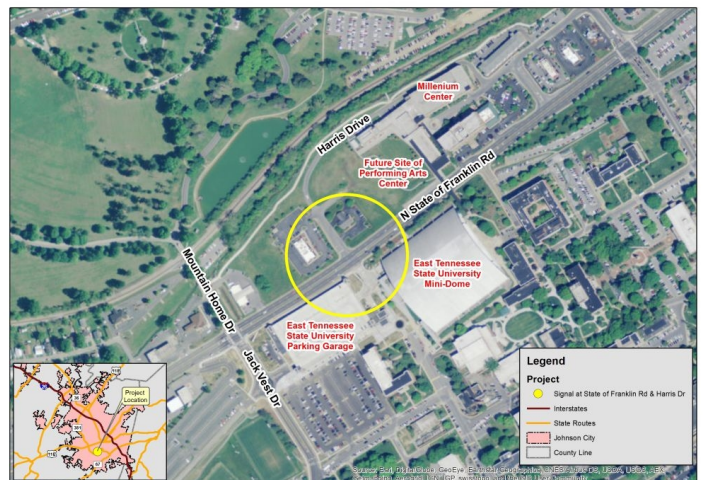
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Traffic Signal for State of Franklin Rd and Harris Drive		TIP #	2017-14
Improvement Type	Signalization		Lead Agency	Johnson City
County	Washington County	Length	0.00	Regional Plan ID TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN	125177.00	Project Cost \$475,000.00
Route	SR381			
Location	Intersection of SR381 (State of Franklin Rd) at Harris Drive			
Project Description	Installation of a traffic signal at the intersection of SR381 (State of Franklin Road) and Harris Drive			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE- NEPA	STBG-Local	\$18,000.00	\$18,000.00	\$0.00	\$0.00
2017	PE- Design	STBG-Local	\$12,000.00	\$12,000.00	\$0.00	\$0.00
2018	PE-NEPA	STBG-Local	\$17,000.00	\$17,000.00	\$0.00	\$0.00
2018	Right-of-Way	STBG-Local	\$8,000.00	\$8,000.00	\$0.00	\$0.00
2020	Construction	STBG-Local	\$270,000.00	\$270,000.00	\$0.00	\$0.00
2020	Construction	STBG-State	\$150,000.00	\$150,000.00	\$0.00	\$0.00
TOTAL			\$475,000.00	\$475,000.00	\$0.00	\$0.00

REVISION HISTORY

1/27/2017	Adjust# 2	Adjusted to change funding source from HSIP to STBG-State.
6/27/2018	Adjust# 17	Adjusted to add Right-of-Way Phase to FY 2018 with \$8,000 in STBG-Local Funds and moved Construction Phase to FY 2018.
7/19/2018	Adjust# 18	Adjusted to an additional \$17,000 to the previously obligated PE-N Phase in FY 2018.
12/30/2019	Adjust# 28	Adjusted to add an additional \$120,000 STBG-Local funds and move two CN phases from FY 2018 to 2020.



Signal at State of Franklin Rd and Harris Dr 1:3,744 0 100 200 400 600 800 Feet

PROJECT NOTES

Project will be constructed in existing Right-of-Way.

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Traffic Signal for SR 34 (US 11E/ E Jackson Blvd) & Smith Ln		TIP #	2017-16
Improvement Type	Signalization		Lead Agency	Jonesborough
County	Washington County	Length	0.00	Regional Plan ID TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost \$300,000.00
Route	SR034			
Location	Intersection of SR 34 (US 11E/ East Jackson Boulevard) and Smith Lane			
Project Description	Installation of a traffic signal at the intersection of State Route 34 (US 11E/East Jackson Boulevard) and Smith Lane.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2018	PE- NEPA	STBG-Local	\$15,600.00	\$15,600.00	\$0.00	\$0.00
2018	PE- Design	STBG-Local	\$10,400.00	\$10,400.00	\$0.00	\$0.00
2018	Right-of-Way	STBG-Local	\$15,000.00	\$15,000.00	\$0.00	\$0.00
2019	Construction	STBG-Local	\$259,000.00	\$259,000.00	\$0.00	\$0.00
TOTAL			\$300,000.00	\$300,000.00	\$0.00	\$0.00

REVISION HISTORY

4/30/2018	Amend# 3	Amended to add new project page to add funding for a traffic signal in Jonesborough at the intersection of SR 34 (US 11E/ E Jackson Blvd) & Smith Ln.
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PROJECT NOTES



Signal at SR 34 (11E/E Jackson Blvd) and Smith Lane 1:374,354

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Elizabethton ADA Transition Plan		TIP #	2017-21	
Improvement Type	Planning		Lead Agency	Elizabethton	
County	Carter County	Length	0.00	Regional Plan ID	
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$155,000.00
Route	N/A				
Location	N/A				
Project Description	The City of Elizabethton will complete an ADA Transition Plan that will improve accessibility to those with disabilities to comply with ADA requirements.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	Planning	STBG-Local	\$155,000.00	\$124,000.00	\$0.00	\$31,000.00
TOTAL			\$155,000.00	\$124,000.00	\$0.00	\$31,000.00

REVISION HISTORY

11/14/2018	Amend# 7	Amended to add a project to complete an ADA Transition Plan for Elizabethton, for a project total of \$155,000.
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PROJECT NOTES



Section B

Surface Transportation Block Grant
Program - State Projects (STBG-State)

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Surface Transportation Block Grant Program (STBG) Grouping			TIP #	90400
Improvement Type	Road Upgrades			Lead Agency	TDOT
County	Multi-County	Length	0.00	Regional Plan ID	TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$4,709,064.00
Route					
Location	Throughout the Johnson City MTPO area				
Project Description	See the attached document "for a comprehensive listing of activities included but not limited for eligibility				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE, Right-of-Way, Construction	STBG-State	\$802,266.00	\$641,813.00	\$160,453.00	\$0.00
2018	PE, Right-of-Way, Construction	STBG-State	\$802,266.00	\$641,813.00	\$160,453.00	\$0.00
2019	PE, Right-of-Way, Construction	STBG-State	\$2,302,266.00	\$1,841,813.00	\$460,453.00	\$0.00
2020	PE, Right-of-Way, Construction	STBG-State	\$802,266.00	\$641,813.00	\$160,453.00	\$0.00
TOTAL			\$4,709,064.00	\$3,767,252.00	\$941,812.00	\$0.00

REVISION HISTORY

5/3/2019	Adjust# 25	Adjusted to add \$1,500,000 of STBG-State funding to FY 2019, increasing the total project cost from \$3,209,064 to \$4,709,064.
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PROJECT NOTES



Section C

Highway Safety Improvement Program
(HSIP)

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Highway Safety Improvement Program (HSIP) Grouping		TIP #	90600
Improvement Type	Safety		Lead Agency	TDOT
County	Multi-County	Length	0.00	Regional Plan ID TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost \$8,941,297.00
Route				
Location	Throughout the Johnson City MTPO area (Highway Hazard Elimination)			
Project Description	See the attached document "Grouping Descriptions" for a comprehensive listing of activities included but not limited for eligibility			

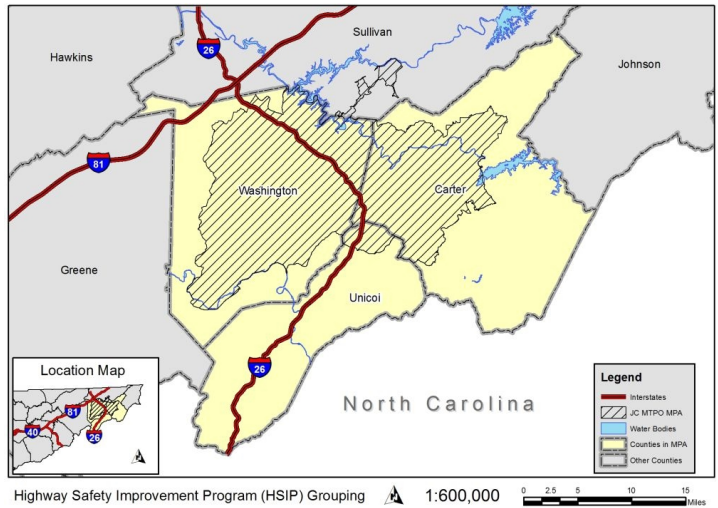
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE, Right-of-Way, Construction	HSIP	\$1,869,318.00	\$1,682,386.00	\$186,932.00	\$0.00
2017	PE, Right-of-Way, Construction	PHSIP	\$2,887,775.00	\$2,887,775.00	\$0.00	\$0.00
2018	PE, Right-of-Way, Construction	ACHSIP	\$2,000,000.00	\$0.00	\$2,000,000.00	\$0.00
2018	PE, Right-of-Way, Construction	HSIP	\$619,318.00	\$557,386.00	\$61,932.00	\$0.00
2018	PE, Right-of-Way, Construction	PHSIP	\$8,750.00	\$8,750.00	\$0.00	\$0.00
2019	PE, Right-of-Way, Construction	HSIP	\$919,318.00	\$827,386.00	\$91,932.00	\$0.00
2019	PE, Right-of-Way, Construction	PHSIP	\$8,750.00	\$8,750.00	\$0.00	\$0.00
2020	PE, Right-of-Way, Construction	HSIP	\$619,318.00	\$557,386.00	\$61,932.00	\$0.00
2020	PE, Right-of-Way, Construction	PHSIP	\$8,750.00	\$8,750.00	\$0.00	\$0.00
TOTAL			\$8,941,297.00	\$6,538,569.00	\$2,402,728.00	\$0.00

REVISION HISTORY

2/13/2017	Adjust# 3	Adjusted funding ratio for PHSIP projects from 90% Federal to 100% Federal. Also, the Grouping Description for this funding source has been updated.
3/22/2017	Adjust# 7	Adjusted to add \$550,000 of additional HSIP funding to Fiscal Year 2017.

4/4/2017	Adjust# 9	Adjusted to add an additional \$700,000 to HSIP funding for Fiscal Year 2017.
5/5/2017	Adjust# 10	Adjusted Fiscal Year 2017 to add \$387,775 of Rural Penalty HSIP funds and \$2,491,250 of Penalty HSIP funds into PHSIP.
12/28/2017	Adjust# 13	Adjusted to add \$2,000,000 of ACHSIP to FY 2018.
8/2/2019	Adjust# 26	Adjusted to add \$300,000 (\$270,000 Federal, \$30,000 State) of HSIP funds in FY 2019.

PROJECT NOTES



Section D

National Highway Performance Program (NHPP)

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	I-26 Exit 17		TIP #	90115
Improvement Type	Interstate Maintenance		Lead Agency	TDOT
County	Washington County	Length	0.80	Regional Plan ID E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN	112456.00	Project Cost \$17,500,000.00
Route	I-26			
Location	Interchange at SR-354 (Exit 17) (IA)			
Project Description	Interchange Modification			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE- Design	NHPP	\$200,000.00	\$180,000.00	\$20,000.00	\$0.00
2017	Right-of-Way	NHPP	\$500,000.00	\$450,000.00	\$50,000.00	\$0.00
2019	Construction	NHPP	\$16,000,000.00	\$14,400,000.00	\$1,600,000.00	\$0.00
TOTAL			\$16,700,000.00	\$15,030,000.00	\$1,670,000.00	\$0.00

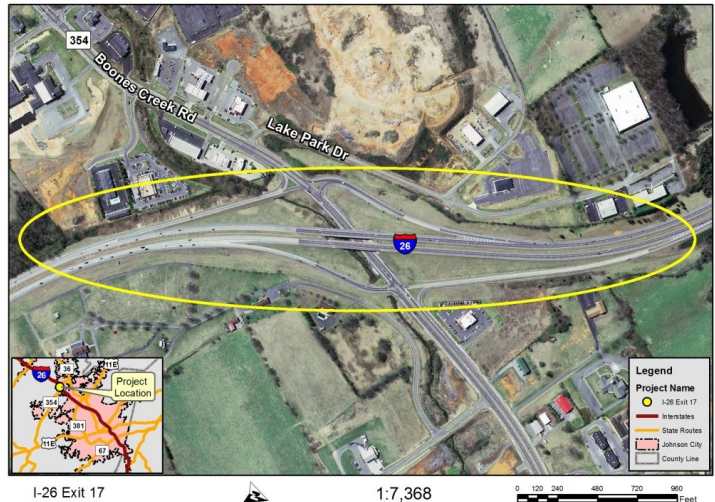
REVISION HISTORY

8/24/2018	Amend# 4	Amended to add Construction Phase to FY 2019 for a total of \$13,400,000. Also, IA (IMPROVE Act) is added to the terminus.
2/14/2019	Adjust# 23	Adjusted to increase CONST in FY 2019 by \$2,600,000, from \$13,400,000 to \$16,000,000.

PROJECT NOTES

Amendment 4 (August 23, 2018) - Amended to add CN Phase to FY 2019 for a total of \$13,400,000. Also, IA (IMPROVE Act) is added to the terminus.

Preliminary Engineering - NEPA Phase in previous TIP.



Fiscal Years 2017-2020 Transportation Improvement Program

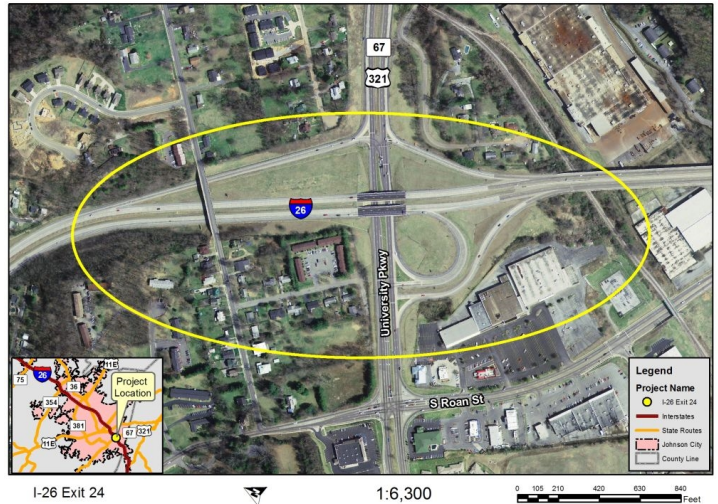
Project Name	I-26 Exit 24		TIP #	90200
Improvement Type	Interstate Maintenance		Lead Agency	TDOT
County	Washington County	Length	0.63	Regional Plan ID E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN	112457.00	Project Cost \$4,714,965.00
Route	I-26			
Location	Eastbound, from the end of the on-ramp 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	Federal Funds	State Funds	Local funds
2017	Construction	ACNHPP	\$4,212,000.00	\$0.00	\$4,212,000.00	\$0.00
TOTAL			\$4,212,000.00	\$0.00	\$4,212,000.00	\$0.00

REVISION HISTORY

PROJECT NOTES

Preliminary Engineering and Right-of-Way Phases in previous TIPs



Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	National Highway Performance Program (NHPP) Grouping		TIP #	90500
Improvement Type	Interstate Maintenance		Lead Agency	TDOT
County	Multi-County	Length	0.00	Regional Plan ID TSM, page 5-26
Air Quality Status	Attainment	TDOT PIN		Project Cost \$12,703,050.00
Route				
Location	Throughout the Johnson City MTPO area			
Project Description	See attached document "Grouping Descriptions" for a comprehensive listing of activities included but not limited for eligibility			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	PE, Right-of-Way, Construction	NHPP	\$340,610.00	\$272,488.00	\$68,122.00	\$0.00
2018	PE, Right-of-Way, Construction	ACNHPP	\$3,000,000.00	\$0.00	\$3,000,000.00	\$0.00
2018	PE, Right-of-Way, Construction	NHPP	\$8,681,220.00	\$6,944,976.00	\$1,736,244.00	\$0.00
2019	PE, Right-of-Way, Construction	NHPP	\$340,610.00	\$272,488.00	\$68,122.00	\$0.00
2020	PE, Right-of-Way, Construction	NHPP	\$340,610.00	\$272,488.00	\$68,122.00	\$0.00
TOTAL			\$12,703,050.00	\$7,762,440.00	\$4,940,610.00	\$0.00

REVISION HISTORY

10/23/2017 Adjust# 12 Increase Fiscal Year 2018 NHPP funds from \$340,610 to \$8,340,610.

12/29/2017 Adjust# 14 Adjusted to add \$3,000,000 of ACNHPP to Fiscal Year 2018.

PROJECT NOTES



National Highway Performance Program (NHPP) Grouping 1:600,000

Section E

High Priority Projects (HPP)

Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	State Route (SR) 91 Extension		TIP #	10010
Improvement Type	Reconstruction		Lead Agency	TDOT
County	Carter County	Length	4.00	Regional Plan ID E+C, page 4-6
Air Quality Status	Attainment	TDOT PIN	043975.01	Project Cost \$16,618,549.00
Route	SR 91			
Location	SR091 (Elk Ave) from near SR-67 (US-321) to near SR-37 (US-19E) (IA)			
Project Description	Resurface and restripe existing 5-lane, reconstruct 4-lane to 5-lane, add curb and gutter section, add sidewalk section, reconfigure intersection of North Roan St and East Elk Ave.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2018	Right-of-Way	HPP	\$5,583,549.00	\$4,466,839.00	\$1,116,710.00	\$0.00
2019	Construction	STBG-State	\$9,535,000.00	\$7,628,000.00	\$1,907,000.00	\$0.00
TOTAL			\$15,118,549.00	\$12,094,839.00	\$3,023,710.00	\$0.00

REVISION HISTORY

12/1/2017	Amend# 1	Amendment to State Route 91 project to revise the project description and termini.
8/24/2018	Amend# 4	Amended to add \$427,049 to the ROW Phase and add the Construction Phase to FY 2019 with a total of \$19,200,000. Also, IA (IMPROVE Act) was added to the terminus.
1/20/2017	Adjust# 1	Adjusted to move Right-Of-Way Phase from Fiscal Year 2017 to Fiscal Year 2020.
6/30/2017	Adjust# 11	Adjusted to move Right-Of-Way Phase from Fiscal Year 2020 to Fiscal Year 2018.
2/4/2019	Adjust# 22	Adjusted to lower CONST cost in FY 2019 by \$9,665,00, from \$19,200,000 to \$9,535,000, in line with recent estimates.



PROJECT NOTES

The total project cost also includes \$1,500,000 of PE funds obligated in 2006. Previous ROW funds obligated in 2002. Funding provided by HPP# TN024 in TEA-21-Sec. 1602.

Section F

Federal Transit Administration (FTA)
Projects

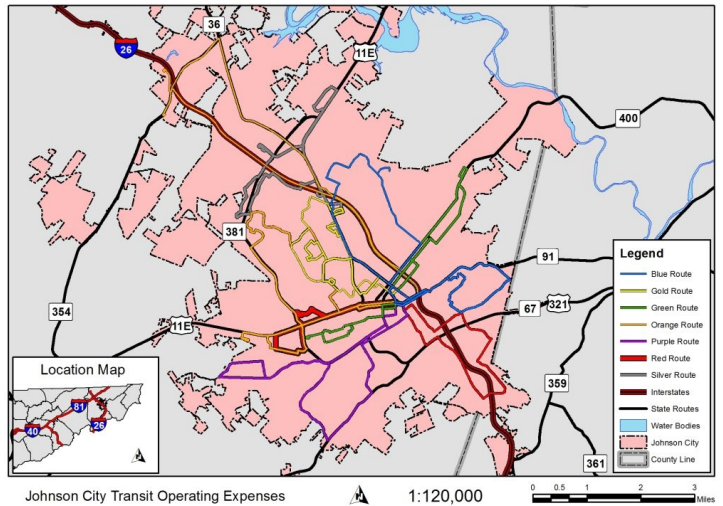
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Operating Expenses			TIP #	2017-08
Improvement Type	Transit Operations			Lead Agency	Johnson City Transit
County	Multi-County	Length	0.00	Regional Plan ID	Operating, page 5-22
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$12,300,000.00
Route					
Location	City of Johnson City, TN				
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	Federal Funds	State Funds	Local funds
2017	Operations	FTA 5307	\$2,925,000.00	\$1,590,000.00	\$663,500.00	\$671,500.00
2018	Operations	FTA 5307	\$3,040,000.00	\$1,652,000.00	\$715,000.00	\$673,000.00
2019	Operations	FTA 5307	\$3,130,000.00	\$1,695,000.00	\$716,000.00	\$719,000.00
2020	Operations	FTA 5307	\$3,205,000.00	\$1,742,000.00	\$717,500.00	\$745,500.00
TOTAL			\$12,300,000.00	\$6,679,000.00	\$2,812,000.00	\$2,809,000.00

REVISION HISTORY

PROJECT NOTES



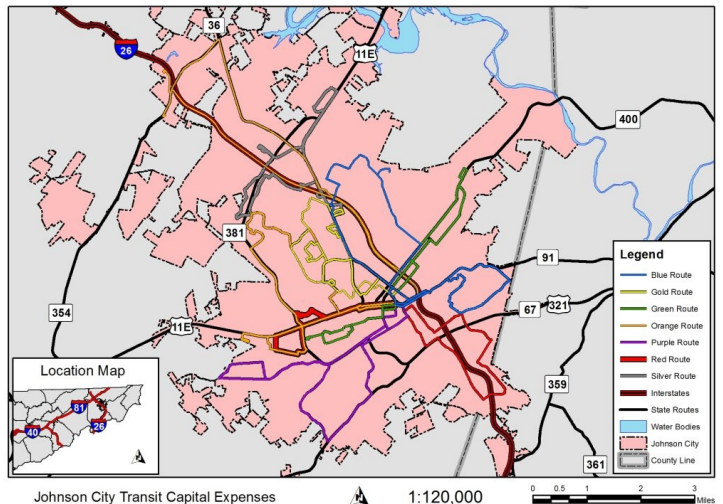
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Capital Expenses			TIP #	2017-09
Improvement Type	Transit Capital			Lead Agency	Johnson City Transit
County	Multi-County	Length	0.00	Regional Plan ID	Maint/Capital Needs, page 5-22, 5-28
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$1,058,000.00
Route					
Location	City of Johnson City, TN				
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	Federal Funds	State Funds	Local funds
2017	Capital	FTA 5307	\$320,000.00	\$256,000.00	\$32,000.00	\$32,000.00
2018	Capital	FTA 5307	\$320,000.00	\$256,000.00	\$32,000.00	\$32,000.00
2019	Capital	FTA 5307	\$209,000.00	\$169,000.00	\$20,000.00	\$20,000.00
2020	Capital	FTA 5307	\$209,000.00	\$169,000.00	\$20,000.00	\$20,000.00
TOTAL			\$1,058,000.00	\$850,000.00	\$104,000.00	\$104,000.00

REVISION HISTORY

PROJECT NOTES

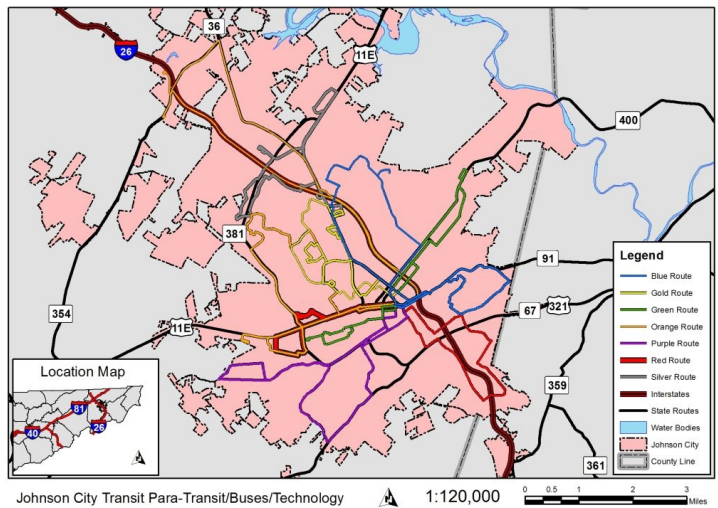


Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Paratransit Vehicles/Buses/Technology		TIP #	2017-10
Improvement Type	Transit Capital		Lead Agency	Johnson City Transit
County	Multi-County	Length	0.00	Regional Plan ID Capital Needs, Page 7-6
Air Quality Status	Attainment	TDOT PIN		Project Cost \$4,849,399.00
Route				
Location	City of Johnson City, TN			
Project Description	Acquisition of paratransit vehicles, buses, and/or technology			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	Acq/Pur	FTA 5307	\$254,450.00	\$216,282.00	\$19,084.00	\$19,084.00
2017	Acq/Pur	FTA 5339	\$1,142,577.00	\$953,193.00	\$94,692.00	\$94,692.00
2018	Acq/Pur	FTA 5307	\$1,244,827.00	\$1,058,103.00	\$93,362.00	\$93,362.00
2018	Acq/Pur	FTA 5339	\$200,000.00	\$170,000.00	\$15,000.00	\$15,000.00
2019	Acq/Pur	FTA 5307	\$380,000.00	\$323,000.00	\$28,500.00	\$28,500.00
2019	Acq/Pur	FTA 5339	\$200,000.00	\$170,000.00	\$15,000.00	\$15,000.00
2020	Acq/Pur	FTA 5307	\$186,000.00	\$158,000.00	\$14,000.00	\$14,000.00
2020	Acq/Pur	FTA 5339	\$1,241,545.00	\$816,242.00	\$307,284.00	\$118,019.00
TOTAL			\$4,849,399.00	\$3,864,820.00	\$586,922.00	\$397,657.00

REVISION HISTORY



Amended as follows: 1) Revised FY 2017 Section 5307 funding ratios, but total amount still the same – Federal (add \$106,282), State (minus \$53,141), and Local (minus \$53,141); 2) Added additional total funds of \$213,792 (\$181,724 Federal, \$16,034 State, \$16,034 Local) to FY 2017 Section 5339; 3) Added FY 2015 total residual funds of \$1,099,827 (\$935,103 Federal, \$82,362 State, \$82,362 Local) that was reallocated by TDOT to JCT to FY 2018 Section 5307; and 4) Added additional total funds of \$200,000 (\$170,000 Federal, \$15,000 State, \$15,000 Local) to FY 2020 Section 5339.

7/17/2018 Adjust# 19

Adjusted as follows with additional funds awarded by TDOT: 1) Added additional total funds of \$198,000 (\$168,000 Federal, \$15,000 State, \$15,000 Local) to FY 2019 Section 5307; and 2) Added additional total funds of \$1,041,545 (\$646,242 Federal, \$292,284 State, \$103,019 Local) to FY 2020 Section 5339

PROJECT NOTES

Fiscal Years 2017-2020 Transportation Improvement Program

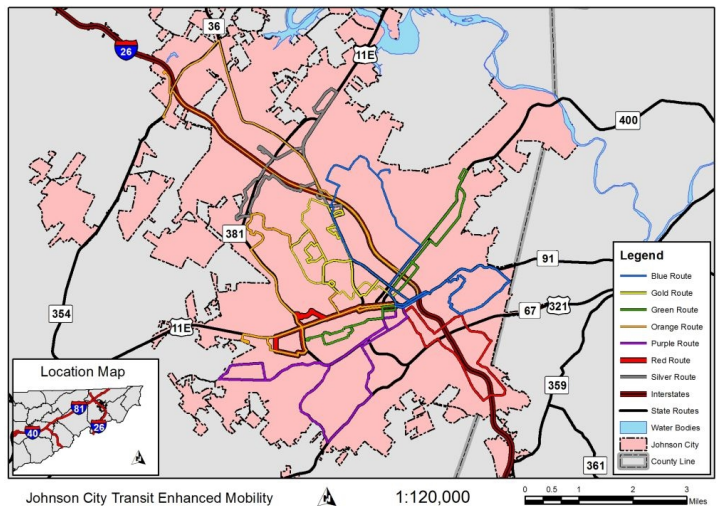
Project Name	Enhanced Mobility of Seniors and Individuals with Disabilities Program		TIP #	2017-11
Improvement Type	Transit Operations		Lead Agency	Johnson City Transit
County	Multi-County	Length	0.00	Regional Plan ID Maint/Capital Needs, page 5-22, 5-28
Air Quality Status	Attainment	TDOT PIN		Project Cost \$2,677,468.00
Route				
Location	City of Johnson City, TN			
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	Federal Funds	State Funds	Local funds
2017	Operations	FTA 5310	\$250,000.00	\$125,000.00	\$62,500.00	\$62,500.00
2017	Acq/Pur	FTA 5310	\$350,000.00	\$280,000.00	\$35,000.00	\$35,000.00
2018	Operations	FTA 5310	\$250,000.00	\$125,000.00	\$62,500.00	\$62,500.00
2018	Acq/Pur	FTA 5310	\$350,000.00	\$280,000.00	\$35,000.00	\$35,000.00
2019	Operations	FTA 5310	\$300,000.00	\$150,000.00	\$75,000.00	\$75,000.00
2019	Acq/Pur	FTA 5310	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2020	Operations	FTA 5310	\$350,000.00	\$175,000.00	\$87,500.00	\$87,500.00
2020	Acq/Pur	FTA 5310	\$577,468.00	\$461,974.00	\$57,747.00	\$57,747.00
TOTAL			\$2,677,468.00	\$1,796,974.00	\$440,247.00	\$440,247.00

REVISION HISTORY

7/17/2018	Adjust# 19	Adjusted to add an additional total funds of \$427,468 (\$341,974 Federal, \$42,747 State and \$42,747 Local) to FY 2020 Section 5310 funds.
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PROJECT NOTES



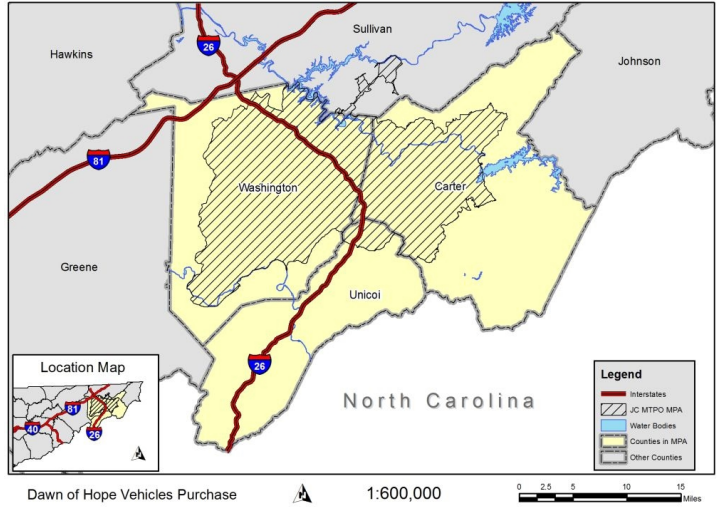
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	Dawn of Hope Vehicles Purchase			TIP #	2017-12
Improvement Type	Transit Capital			Lead Agency	Dawn of Hope
County	Multi-County	Length	0.00	Regional Plan ID	Capital Needs, page 5-28
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$150,407.00
Route					
Location	Directly benefits transportation needs of ADA clients in the Johnson City MTPO area				
Project Description	Acquisition of 4 ADA vehicles to assist with service expansion for transportation of ADA clients.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2017	Acq/Pur	FTA 5310	\$150,407.00	\$120,326.00	\$15,040.00	\$15,041.00
TOTAL			\$150,407.00	\$120,326.00	\$15,040.00	\$15,041.00

REVISION HISTORY

PROJECT NOTES



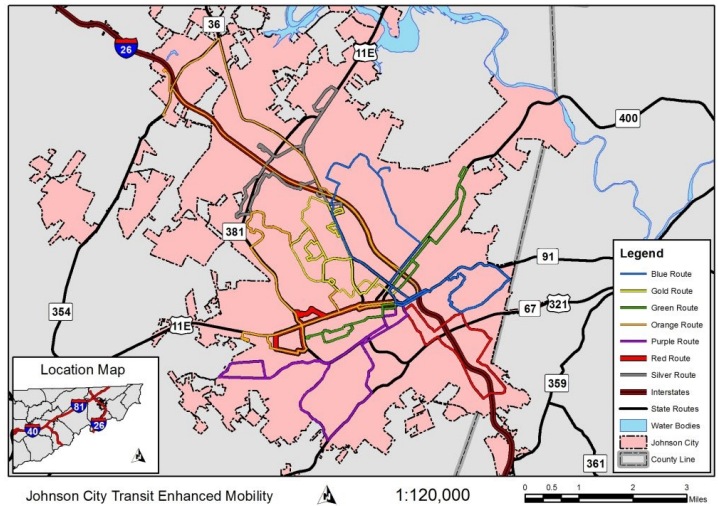
Fiscal Years 2017-2020 Transportation Improvement Program

Project Name	New Freedom		TIP #	2017-15
Improvement Type	Transit Capital		Lead Agency	Johnson City Transit
County	Multi-County	Length	0.00	Regional Plan ID Capital Needs, Page 7-6
Air Quality Status	Attainment	TDOT PIN		Project Cost \$731,780.00
Route				
Location	City of Johnson City, TN			
Project Description	Funds operating assistance, capital purchases and program administration of the New Freedom route service.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2018	Operations	FTA 5317	\$250,000.00	\$125,000.00	\$62,500.00	\$62,500.00
2018	Acq/Pur	FTA 5317	\$50,000.00	\$40,000.00	\$5,000.00	\$5,000.00
2019	Operations	FTA 5317	\$250,000.00	\$125,000.00	\$62,500.00	\$62,500.00
2019	Acq/Pur	FTA 5317	\$181,780.00	\$149,444.00	\$16,168.00	\$16,168.00
TOTAL			\$731,780.00	\$439,444.00	\$146,168.00	\$146,168.00

REVISION HISTORY

4/30/2018	Amend# 2	Amended to add new project page to add residual Section 5317 New Freedom funds reallocated by TDOT.
7/17/2018	Adjust# 19	Adjusted as follows: 1) Added an additional total funds of \$50,000 (\$25,000 Federal, \$12,500 State, \$12,500 Local) to FY 2018 Section 5317 funds for Operations; 2) Added an additional total funds of \$100,000 (\$50,000 Federal, \$25,000 State, \$25,000 Local) to FY 2019 Section 5317 funds for Operations; and 3) Added an additional total funds of \$81,780 (\$69,444 Federal, \$6,168 State, \$6,168 Local) to FY 2019 Section 5317 funds for Acquisitions/Purchases.



PROJECT NOTES

Fiscal Years 2017-2020 Transportation Improvement Program

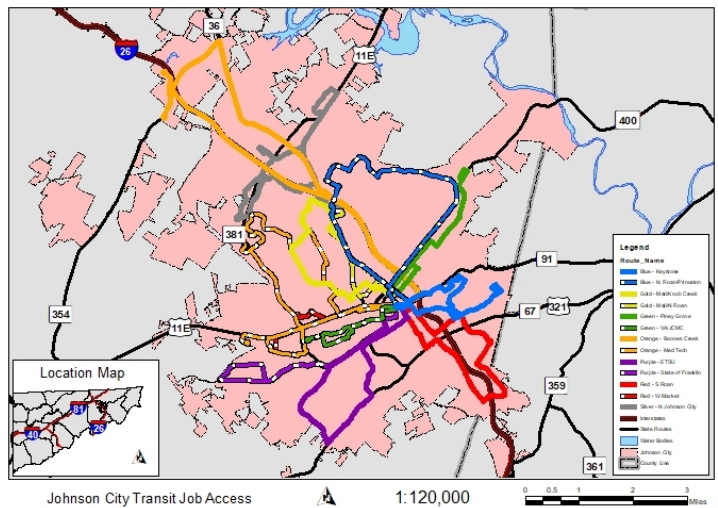
Project Name	Job Access		TIP #	2017-17
Improvement Type	Transit Operations		Lead Agency	Johnson City Transit
County	Multi-County	Length	0.00	Regional Plan ID Operating, page 5-9
Air Quality Status	Attainment	TDOT PIN		Project Cost \$220,000.00
Route				
Location	City of Johnson City, TN			
Project Description	Funds operating assistance, capital purchases and program administration of the Job Access Program services.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	Operations	FTA 5316	\$60,000.00	\$30,000.00	\$15,000.00	\$15,000.00
2019	Acq/Pur	FTA 5316	\$50,000.00	\$40,000.00	\$5,000.00	\$5,000.00
2020	Operations	FTA 5316	\$60,000.00	\$30,000.00	\$15,000.00	\$15,000.00
2020	Acq/Pur	FTA 5316	\$50,000.00	\$40,000.00	\$5,000.00	\$5,000.00
TOTAL			\$220,000.00	\$140,000.00	\$40,000.00	\$40,000.00

REVISION HISTORY

Amendment 5 (August 23, 2018) - The project has been added to receive residual SAFETEA-LU era Job Access funding that TDOT has awarded to JCT, for a project total of \$220,000.

PROJECT NOTES



Fiscal Years 2017-2020 Transportation Improvement Program

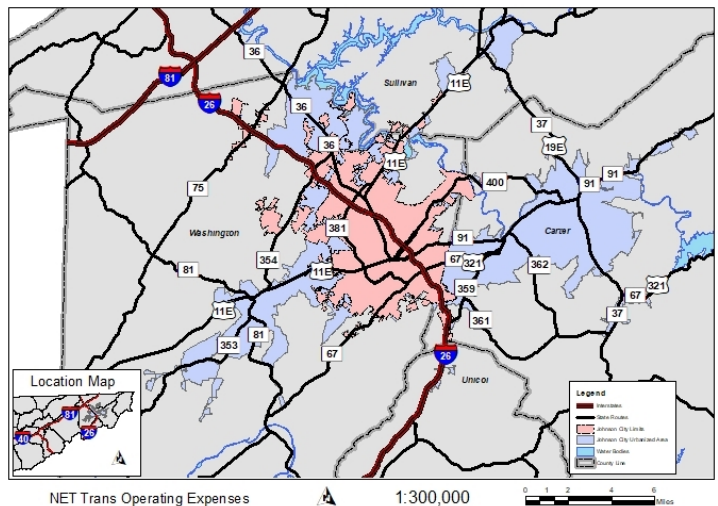
Project Name	Operating Expenses		TIP #	2017-18
Improvement Type	Transit Operations		Lead Agency	NET Trans
County	Multi-County	Length	0.00	Regional Plan ID Operating, page 5-9
Air Quality Status	Attainment	TDOT PIN		Project Cost \$215,600.00
Route	N/A			
Location	N/A			
Project Description	Daily operating of demand response transportation services in the urbanized area outside of the corporate City limits including but not limited to: Bluff City, Elizabethton, Unicoi, Telford, Jonesborough. Service will also provide regional connectivity between UZAs. Daily operating of demand response service (including employees' wages, fuel, insurance, radio communications, operating supplies and utilities).			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	Operations	FTA 5307	\$215,600.00	\$107,800.00	\$0.00	\$107,800.00
TOTAL			\$215,600.00	\$107,800.00	\$0.00	\$107,800.00

REVISION HISTORY

PROJECT NOTES

Amendment 5 (August 23, 2018) - The project has been added to receive residual Section 5307 funding that TDOT has awarded to NET Trans, for a project total of \$215,600. \$53,900 of the local match is from the CRIT funding program.



Fiscal Years 2017-2020 Transportation Improvement Program

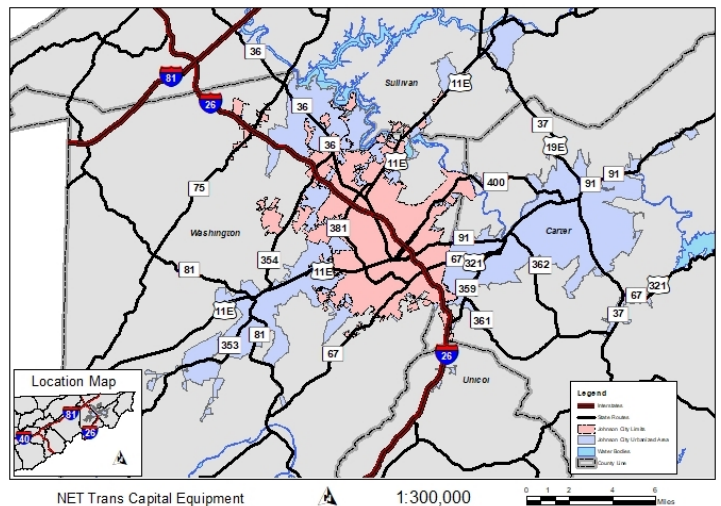
Project Name	Capital Equipment			TIP #	2017-19
Improvement Type	Transit Capital			Lead Agency	NET Trans
County	Multi-County	Length	0.00	Regional Plan ID	Capital, page 5-10
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$78,554.00
Route	N/A				
Location	N/A				
Project Description	Acquisition of 2 standard rear lift conversion vans to provide transportation services in the urbanized area outside of the corporate City limits.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	Acq/Pur	FTA 5310	\$78,554.00	\$66,771.00	\$5,891.00	\$5,892.00
TOTAL			\$78,554.00	\$66,771.00	\$5,891.00	\$5,892.00

REVISION HISTORY

Amendment 5 (August 23, 2018) - The project has been added to receive Section 5310 funding that TDOT has awarded to NET Trans, for a project total of \$196,385.

PROJECT NOTES



Fiscal Years 2017-2020 Transportation Improvement Program

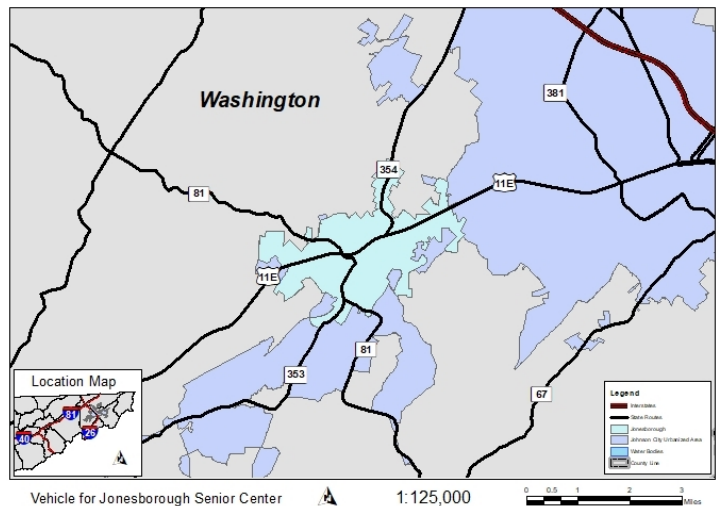
Project Name	ADA-Accessible Vehicle for Jonesborough Senior Center		TIP #	2017-20
Improvement Type	Transit Capital		Lead Agency	Jonesborough
County	Multi-County	Length	0.00	Regional Plan ID Capital, page 5-10
Air Quality Status	Attainment	TDOT PIN		Project Cost \$48,000.00
Route	N/A			
Location	N/A			
Project Description	Purchase of an ADA-accessible vehicle to allow the Jonesborough Senior Center to provide transit options for seniors and others with disabilities in the surrounding community.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	Acq/Pur	FTA 5310	\$48,000.00	\$40,800.00	\$3,600.00	\$3,600.00
TOTAL			\$48,000.00	\$40,800.00	\$3,600.00	\$3,600.00

REVISION HISTORY

11/14/2018	Amend# 6	Amended to add a transit project to receive Section 5310 funding that TDOT has awarded to the Jonesborough Senior Center, for a project total of \$48,000.
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PROJECT NOTES



Section G

Transportation Enhancements (ENH)

This section includes carryover funding from Transportation Enhancement program from FY 2011-2014 and FY 2014-2017 TIPs.

Fiscal Years 2017-2020 Transportation Improvement Program

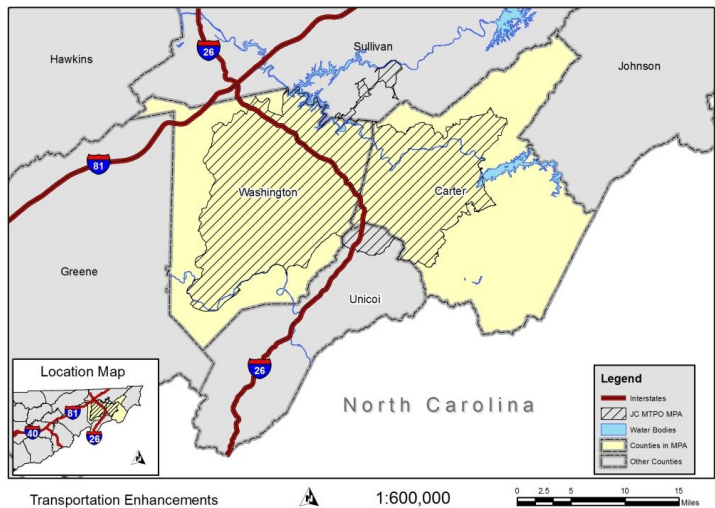
Project Name	Transportation Enhancements/Alternatives (ENH/TAP) Grouping			TIP #	2017-13
Improvement Type	Sidewalks			Lead Agency	TDOT
County	Multi-County	Length	0.00	Regional Plan ID	TA, page 5-27
Air Quality Status	Attainment	TDOT PIN		Project Cost	\$1,086,635.00
Route					
Location	Johnson City MTPO MPA				
Project Description	Transportation Enhancements/Alternatives projects selected during statewide annual awards				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2019	PE, Right-of-Way, Construction	ENH/TAP	\$1,086,635.00	\$869,308.00	\$0.00	\$217,327.00
TOTAL			\$1,086,635.00	\$869,308.00	\$0.00	\$217,327.00

REVISION HISTORY

8/9/2019	Adjust# 27	Adjusted to move the Transportation Enhancements/Alternatives grouping from FY 2017 to FY 2019 and add an additional \$363,541 (\$290,833 Federal and \$72,708 Local) in TAP funds.
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PROJECT NOTES



Section H

Financial Summary Tables

Fiscal Years 2017-2020 Transportation Improvement Program

PROGRAM EXPENDITURES BY YEAR AND GRANT

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Surface Transportation Block Grant Program - Local (STBG-Local)	\$6,647,360.00	\$1,590,028.00	\$549,000.00	\$930,000.00	\$9,716,388.00
Surface Transportation Block Grant Program - State (STBG-State)	\$641,813.00	\$641,813.00	\$9,469,813.00	\$791,813.00	\$11,545,252.00
Advance Construction - National Highway Performance Program (ACNHPP)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
National Highway Performance Program (NHPP)	\$902,488.00	\$6,944,976.00	\$17,072,488.00	\$272,488.00	\$25,192,440.00
Advance Construction - Highway Safety Improvement Program (ACHSIP)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
High Priority Project - Federal Earmark (HPP)	\$0.00	\$4,466,839.00	\$0.00	\$0.00	\$4,466,839.00
Highway Safety Improvement Program (HSIP)	\$1,682,386.00	\$557,386.00	\$557,386.00	\$557,386.00	\$3,354,544.00
Penalty-Highway Safety Improvement Program (PHSIP)	\$2,887,775.00	\$8,750.00	\$8,750.00	\$8,750.00	\$2,914,025.00
Safety Improvement Program (SIP)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transportation Alternatives Program (State) (TAP)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transportation Enhancement Program - Grouping (ENH)	\$578,475.00	\$0.00	\$0.00	\$0.00	\$578,475.00
Small Urban Transit Formula Funds (FTA 5307)	\$2,062,282.00	\$2,966,103.00	\$2,294,800.00	\$2,069,000.00	\$9,392,185.00
Bus And Bus Facilities Grants (FTA 5339)	\$953,193.00	\$170,000.00	\$170,000.00	\$816,242.00	\$2,109,435.00

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Enhanced Mobility for Seniors and Individuals with Disabilities Program (FTA 5310)	\$525,326.00	\$405,000.00	\$457,571.00	\$636,974.00	\$2,024,871.00
Job Access Program (FTA 5316)	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$140,000.00
New Freedom Program (FTA 5317)	\$0.00	\$165,000.00	\$274,444.00	\$0.00	\$439,444.00
State of Good Repair Grants (FTA 5337)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Funds (STATE)	\$5,619,323.00	\$9,095,701.00	\$5,685,166.00	\$1,514,538.00	\$21,914,728.00
Local Funds (LOCAL)	\$2,106,776.00	\$1,194,369.00	\$1,129,460.00	\$1,062,766.00	\$5,493,371.00
Local Interstate Connector Program (LIC)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$24,607,197.00	\$28,205,965.00	\$37,712,878.00	\$8,729,957.00	\$99,281,997.00

Johnson City MTPO
2017 - 2020 TIP
STBG-Local - Federal Funds Summary

2017		
Carryover Balance		\$8,207,853
Allocation	+	\$1,588,109
Total Funds Available	=	\$9,795,962
Projects	-	\$6,647,360
Remaining 2017	=	\$3,148,602

2018		
Carryover Balance		\$3,148,602
Allocation	+	\$1,651,633
Total Funds Available	=	\$4,800,235
Projects	-	\$1,590,028
Remaining 2018	=	\$3,210,207

2019		
Carryover Balance		\$3,210,207
Allocation	+	\$1,717,699
Total Funds Available	=	\$4,927,906
Projects	-	\$549,000
Remaining 2019	=	\$4,378,906

2020		
Carryover Balance		\$4,378,906
Allocation	+	\$1,786,407
Total Funds Available	=	\$6,165,313
Projects	-	\$930,000
Remaining 2020	=	\$5,235,313

Transit Funding Summary

	FY 2017				FY 2018			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 3,420,475	\$ 906,776	\$ 914,776	\$ 5,242,027	\$ 3,706,103	\$ 1,020,362	\$ 978,362	\$ 5,704,827
5307 - Operating	\$ 1,590,000	\$ 663,500	\$ 671,500	\$ 2,925,000	\$ 1,652,000	\$ 715,000	\$ 673,000	\$ 3,040,000
5307 - Capital	\$ 256,000	\$ 32,000	\$ 32,000	\$ 320,000	\$ 256,000	\$ 32,000	\$ 32,000	\$ 320,000
5307 - Acquisition	\$ 216,282	\$ 19,084	\$ 19,084	\$ 254,450	\$ 1,058,103	\$ 93,362	\$ 93,362	\$ 1,244,827
5339 - Acquisition	\$ 953,193	\$ 94,692	\$ 94,692	\$ 1,142,577	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
5310 - Operating	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000
5310 - Acquisition	\$ 280,000	\$ 35,000	\$ 35,000	\$ 350,000	\$ 280,000	\$ 35,000	\$ 35,000	\$ 350,000
5317 - Operating	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000
5317 - Acquisition	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 5,000	\$ 5,000	\$ 50,000
Programmed Expenditures	\$ 3,420,475	\$ 906,776	\$ 914,776	\$ 5,242,027	\$ 3,706,103	\$ 1,020,362	\$ 978,362	\$ 5,704,827
Ending Balance								

	FY 2019				FY 2020			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 3,266,815	\$ 987,659	\$ 1,095,460	\$ 5,349,934	\$ 3,592,216	\$ 1,224,031	\$ 1,062,766	\$ 5,879,013
5307 - Operating	\$ 1,802,800	\$ 716,000	\$ 823,800	\$ 3,342,600	\$ 1,742,000	\$ 717,500	\$ 745,500	\$ 3,205,000
5307 - Capital	\$ 169,000	\$ 20,000	\$ 20,000	\$ 209,000	\$ 169,000	\$ 20,000	\$ 20,000	\$ 209,000
5307 - Acquisition	\$ 323,000	\$ 28,500	\$ 28,500	\$ 380,000	\$ 158,000	\$ 14,000	\$ 14,000	\$ 186,000
5339 - Acquisition	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000	\$ 816,242	\$ 307,284	\$ 118,019	\$ 1,241,545
5310 - Operating	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000
5310 - Acquisition	\$ 307,571	\$ 34,491	\$ 34,492	\$ 376,554	\$ 461,974	\$ 57,747	\$ 57,747	\$ 577,468
5316 - Operating	\$ 30,000	\$ 15,000	\$ 15,000	\$ 60,000	\$ 30,000	\$ 15,000	\$ 15,000	\$ 60,000
5316 - Acquisition	\$ 40,000	\$ 5,000	\$ 5,000	\$ 50,000	\$ 40,000	\$ 5,000	\$ 5,000	\$ 50,000
5317 - Operating	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000	\$ -	\$ -	\$ -	\$ -
5317 - Acquisition	\$ 149,444	\$ 16,168	\$ 16,168	\$ 181,780	\$ -	\$ -	\$ -	\$ -
Programmed Expenditures	\$ 3,266,815	\$ 987,659	\$ 1,095,460	\$ 5,349,934	\$ 3,592,216	\$ 1,224,031	\$ 1,062,766	\$ 5,879,013
Ending Balance								

Appendix A – Public Participation Documentation

JOHNSON CITY PRESS
204 W. Main Street
Johnson City, TN 37604
AFFIDAVIT OF PUBLICATION

AD# 1329860

DATES: 10-17-2016

Notice of Public Comment Period and Public Hearing

The Johnson City Metropolitan Transportation Planning Organization (MTPO) presents the draft Fiscal Years 2017-2020 Transportation Improvement Program (TIP) for a 14-day public comment period. Comments are due by **Monday, October 31, 2016**. The TIP describes and lists capital projects approved for funding for the fiscal years indicated within the Johnson City MTPO Metropolitan Planning Area, which includes the municipalities of Bluff City, Elizabethton, Johnson City, Jonesborough, Unicoi, and Watauga, along with unincorporated areas in Carter, Washington, and a portion of Sullivan Counties. There are several types of projects within the TIP. These projects include: highways, public transportation, bicycle/pedestrian facilities, traffic signalization, and intersection improvements. The projects in the TIP are derived from the 2040 Long Range Transportation Plan.

State of Tennessee)
Carter County)
Washington County)

Teresa Hicks makes the oath

Public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirement for the Federal Transit Administration Urbanized Area Formula Program.

daily newspaper published in Johnson City, in said County and State, and that the

advertisement was published in said paper for 1 insertion (s) commencing on

10-17-2016 and ending on 10-17-2016.

Teresa Hicks

Teresa Hicks

Sworn to and Subscribed before me this

10 17 2016

Month

Day

Year



Connie N. Guinn

Connie N. Guinn
Notary Public

My commission expires on 03/28/2017

This legal notice was published online at www.johnsoncitypress.com and www.publicnoticeads.com during the duration of the run dates listed. This publication fully complies with Tennessee Code Annotated 1-3-20

JOHNSON CITY PRESS
204 W. Main Street
Johnson City, TN 37604
AFFIDAVIT OF PUBLICATION

AD# 1329860

DATES: 10-17-2016

State of Tennessee)
Carter County)
Washington County)

Teresa Hicks makes the oath
daily newspaper published in
advertisement was published

10-17-2016

Sworn to and Subscribed by



This legal notice was published
www.publicnoticeads.com
complies with Tennessee Code

Notice of Public Comment Period and Public Hearing

The Johnson City Metropolitan Transportation Planning Organization (MTPO) presents the draft Fiscal Years 2017-2020 Transportation Improvement Program (TIP) for a 14-day public comment period. Comments are due by **Monday, October 31, 2016**. The TIP describes and lists capital projects approved for funding for the fiscal years indicated within the Johnson City MTPO Metropolitan Planning Area, which includes the municipalities of Bluff City, Elizabethton, Johnson City, Jonesborough, Unicoi, and Watauga, along with unincorporated areas in Carter, Washington, and a portion of Sullivan Counties. There are several types of projects within the TIP. These projects include: highways, public transportation, bicycle/pedestrian facilities, traffic signalization, and intersection improvements. The projects in the TIP are derived from the 2040 Long Range Transportation Plan.

Public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirement for the Federal Transit Administration Urbanized Area Formula Program.

The Johnson City MTPO and Johnson City Transit will hold a public hearing for comments on the TIP at the Johnson City Transit Center, 137 West Market St, Johnson City, TN 37604, on **Tuesday, October 25, 2016 at 3:00 p.m.**

Please use this opportunity to share with us your comments regarding the draft TIP. You may view the TIP and make comments at our website at www.jcmtpo.org. Copies of the TIP are also available at the Johnson City MTPO offices, located in the Johnson City Transit Center. If you have any questions, comments, or would like more information, please call (423) 434-6272.

AVISO DEL PERÍODO PÚBLICO DEL COMENTARIO

La Organización Johnson City de Transporte Metropolitano de Planificación (MTPO) presenta el proyecto de los años fiscales 2017-2020 Programa de Mejoramiento del Transporte (TIP) para un período de comentarios públicos de 14 días. Los comentarios se reciben el lunes, el 31 de octubre de 2016. El TIP describe y enumera los proyectos de inversión aprobados para la financiación de los ejercicios indicados dentro del Área de Planificación de Johnson City MTPO Metropolitana, que incluye los municipios de Bluff City, Elizabethton, Johnson City, Jonesborough, Unicoi, y Watauga, junto con las áreas no incorporadas en Carter, Washington, y una parte de los condados de Sullivan. Hay varios tipos de proyectos dentro de la punta. Estos proyectos incluyen: carreteras, transporte público, instalaciones para bicicletas / peatones, señalización de tráfico, y mejoras en las intersecciones. Los proyectos en el TIP se derivan del Plan de Transporte a Largo Plazo 2040.

Actividades de participación pública y el tiempo establecido para su revisión y comentarios del público en la punta va a satisfacer el requisito programa de proyectos para el Programa de Fórmula Federal Transit Administration zona urbanizada.

El Johnson City MTPO y Tránsito de Johnson City llevará a cabo una audiencia pública para los comentarios de la punta en el Centro de Tránsito de Johnson City, 137 West Market St, Johnson City, TN 37604, el martes 25 de octubre de, 2016 a 15:00.

Por favor, utilice esta oportunidad para compartir con nosotros sus comentarios sobre el proyecto de TIP. Usted puede ver la punta y hacer comentarios en nuestro sitio Web en www.jcmtpo.org. Las copias de la punta también están disponibles en las oficinas de Johnson City MTPO, ubicada en el Centro de Tránsito de Johnson City.

Si usted tiene cualesquiera preguntas, comentarios, o quisiera más información por favor llame (423) 434-6272

on fully

Johnson City MTPO Public Meeting
for the draft FYs 2017-2020 Transportation Improvement Program (TIP)
Johnson City Transit Center, 137 West Market Street, Johnson City, TN 37601
Tuesday, October 25, 2016 at 3:00 p.m.

Call to Order

The public meeting of the Johnson City MTPO was called to order by Mr. Glenn Berry at 3:00 p.m.

Presentation of TIP Amendment

Mr. Berry was available to present the draft FYs 2017-2020 TIP on the presentation screen. Handouts and comment sheets were made available. The Johnson City Transit staff were also available to answer any questions. Mr. Berry covered each of the projects presented in the TIP. An online database for the TIP was also presented during the hearing.

Comments

No comments were made by members of the public.

Closed Public Meeting

There being no comments, Mr. Berry closed the meeting at 3:30 p.m.

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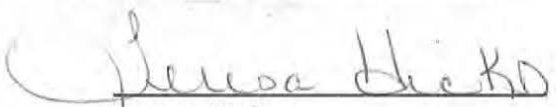
AD# 1332194

DATES: 10-28-2016

Organización de Planificación Johnson City Metropolitana de Transporte se reunirán viernes, 4 de noviembre de, 2016 a 10 a.m. en la sala de entrenamiento en el Centro de Tránsito de Johnson City, 137 West Market Street, Johnson City, TN, que es ADA accesible. La agenda incluye varios temas, incluyendo la adopción del FYs 2017-2020 TIP. La agenda completa se encuentra disponible en www.jcmpto.org. Para solicitar acomodaciones especiales, por favor llame al 434-6272 o por correo electrónico info@jcmpto.org

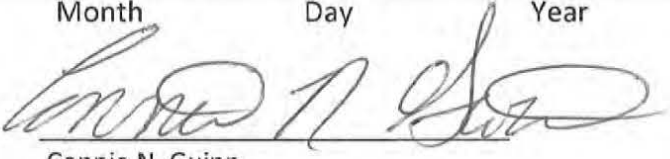
State of Tennessee)
Carter County)
Washington County)

Teresa Hicks makes the oath that she is a Representative of The Johnson City Press, a daily newspaper published in Johnson City, in said County and State, and that the advertisement was published in said paper for 1 insertion (s) commencing on 10-28-2016 and ending on 10-28-2016.


Teresa Hicks

Sworn to and Subscribed before me this 10 28 2016
Month Day Year




Connie N. Guinn
Notary Public

My commission expires on 03/28/2017

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JOHNSON CITY PRESS
204 W. Main Street
Johnson City, TN 37604
AFFIDAVIT OF PUBLICATION

AD# 1332194

DATES: 10-28-2016

State of Tennessee)
Carter County)
Washington County)

Notice of Public Meeting
The Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization will meet Friday, November 4, 2016 at 10:00 a.m. in the Training Room at the Johnson City Transit Center, 137 West Market Street, Johnson City, TN, which is ADA accessible. Agenda includes various topics, including adoption of the FYs 2017-2020 TIP. The public is invited to attend. Complete agenda is available at www.jcmpto.org. To request special accommodations, please call 434-6272 or email jcmpto@jcmpto.org. Public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirement for the Federal Transit Administration Urbanized Area Formula Program.

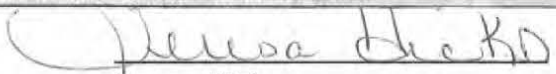
Teresa Hicks makes the oath that she

daily newspaper published in Johnson City

advertisement was published in said newspaper

10-28-2016 and enclosed

Convocatoria de la Junta Pública
El Estado Mayor General y del Consejo Ejecutivo de la Organización de Planificación Johnson City Metropolitana de Transporte se reunirán viernes, 4 de noviembre de, 2016 a 10 a.m. en la sala de entrenamiento en el Centro de Tránsito de Johnson City, 137 West Market Street, Johnson City, TN, que es ADA accesible. La agenda incluye varios temas, incluyendo la adopción del FYs 2017-2020 TIP. La agenda completa se encuentra disponible en www.jcmpto.org. Para solicitar acomodaciones especiales, por favor llame al 434-6272 o por correo electrónico jcmpto@jcmpto.org. Actividades de participación pública y el tiempo establecido para su revisión y comentarios del público en la punta va a satisfacer el requisito programa de proyectos para el Programa de Fórmula Federal Transit Administration zona urbanizada.

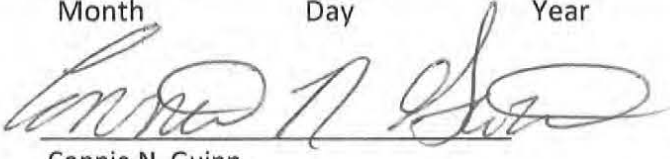

Teresa Hicks

Sworn to and Subscribed before me this

10 28 2016

Month Day Year





Connie N. Guinn
Notary Public

My commission expires on 03/28/2017

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Appendix B – Memorandum of Agreement

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

REGARDING THE DEFINITION AND NEED FOR AMENDMENTS / ADMINISTRATIVE
ADJUSTMENTS TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM /
TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION:

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

STIP/TIP AMENDMENT:

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, redemonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings) (see Project Cost Change Thresholds, page 4); 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 a grouping);

AMENDMENT DOCUMENTATION AND AUTHORIZATION PROCEDURES:

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

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and

- approval of the proposed amendment;
- A copy of the original and amended TIP pages;
- Documentation supporting:
 - Fiscal constraint,
 - Interested parties participation (i.e., public involvement, stakeholder involvement, and consultation),
 - Air quality conformity (in non-attainment and/or maintenance areas only), and
 - Required certifications; and
- The resolution adopting the amendment.

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

Authorization:

The Federal Highway Administration and FTA match project authorization requests to the TIP prior to approving a request for project authorization. Therefore, all amendments to the TIP need to be approved by FHWA or FTA prior to TDOT requesting federal authorization approvals.

TIP ADMINISTRATIVE ADJUSTMENTS:

A TIP administrative adjustment is a minor change from the approved TIP. Administrative adjustments must be consistent with 23 CFR 450, but they do not require public review and comment, redemonstration 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, below)
- 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, below) 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, page) 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, 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.

ADMINISTRATIVE ADJUSTMENT DOCUMENTATION AND AUTHORIZATION PROCEDURES:

Administrative adjustments do not require federal approval. Adjustments made to TDOT-sponsored projects in the TIP will be made by TDOT with notification to the MPO upon submission of the adjustment to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

TDOT will send the following documentation to the MPO

- Electronic correspondence describing the action taken and
- A copy of the original and adjusted STIP pages.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings), a sliding scale is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved TIP or TIP amendment/administrative adjustment to account for incremental changes.

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%

PROJECT GROUPINGS:

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

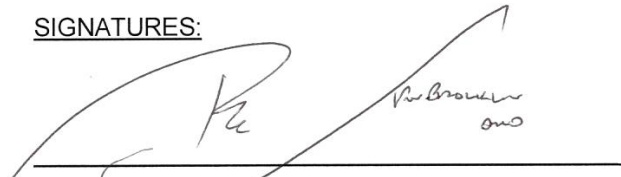
The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP,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

PROJECTS CROSSING MPO BOUNDARIES

All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

We the undersigned, approve this Memorandum of Agreement. This Agreement will become effective upon approval of signature by all parties, and will remain in effect until amended or replaced. This Agreement may be amended at any time, but revisions will require signature by all parties. Any signatory to this Agreement may propose amendment to the agreement at any time.

SIGNATURES:



The Honorable Mayor Ralph Van Brodclin
Chairman, MPO Executive Board

8/8/2013
Date



John C. Schroer
Commissioner
Tennessee Department of Transportation

OCT 22 2013
Date

APPENDIX A: CORRESPONDENCE STANDARDS

All amendment and adjustment correspondence will be submitted to TDOT's Program Development and Scheduling Office.

Amendment Documentation:

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

Email correspondence will use the naming convention, "Amendment [X], [Organization]" in the subject line where [X] identifies the amendment's sequential identifier and [Organization] represents name of the MPO submitting the amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division.

Administrative Adjustment Documentation:

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

Email correspondence will use the naming convention, "Adjustment [X], [Organization]" in the subject line where [X] identifies the administrative adjustment's sequential identifier and [Organization] represents name of the MPO submitting the administrative adjustment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division.

Appendix C – Statewide Grouping Descriptions

Activities delivered from TDOT's statewide groupings are limited to work types that are:

1. Located in non-metropolitan or rural areas – any located in a metropolitan area must be programmed in the MPO's TIP,
2. Not considered to be of appropriate scale for individual identification in a given program year,
3. Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d),
4. Non-regionally significant, in non-attainment and maintenance areas, and
5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non-attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Safety Improvement Program(HSIP) Grouping</p> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">Adjusted Page</div> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">STIP # 1790595</div> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">TIP # 90600</div>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> ● Consistency with SHSP, ● Crash experience, crash potential, or other data-supported means, ● Compliance with the requirements of Title 23 of the USC, and ● State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. ● Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices. 	<ul style="list-style-type: none"> ● Intersection safety improvements ● Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) ● Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians ● Installation of skid-resistant surface at intersections or locations with high crash frequencies ● Improvements for pedestrian or bicyclist safety ● Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices ● The conduct of a model traffic enforcement activity at a railway-highway crossing ● Construction of a traffic calming feature ● Elimination of a roadside hazard ● Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP ● Installation of emergency vehicle priority control systems at signalized intersections ● Installation of traffic control or other warning devices at locations with high crash potential ● Transportation safety planning ● Collection, analysis, and improvement of safety data ● Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety ● Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators ● The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife ● Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones ● Construction and operational improvements on high risk rural roads ● Geometric improvements to a road for safety purposes that improve safety ● Road safety audits ● Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103) ● Truck parking facilities eligible for funding under Section 1401 of MAP-21 ● Systemic safety improvements ● Installation of vehicle-to-infrastructure communication equipment. ● Pedestrian hybrid beacons. ● Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. ● Other physical infrastructure projects not specifically enumerated in the list of eligible projects. ● Workforce development, training, and education activities

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Safety Improvement Program(HSIP) Grouping</p> <p>(continued)</p> <p>Adjusted Page</p> <p>STIP # 1790595</p> <p>TIP # 90600</p>		<p>Activities included as part of the Highway Railroad Grade Crossing program:</p> <ul style="list-style-type: none"> • Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings • Reconstruction of existing railroad grade crossing structures • Relocation of highways to eliminate grade crossings • Installation of protective devices • Projects authorized from this grouping may be authorized with a different Federal percentage than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> o 90% for certain Interstate projects under 23 U.S.C. 120(a); o 100% for certain safety items under 23 U.S.C. 120(c); or o 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program (NHPP) Grouping</p> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">Adjusted Page</div> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">STIP # 1790560</div> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">TIP # 90500</div>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation. 	<ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species • Projects authorized from this grouping may be authorized with a different Federal percentage than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> ○ 90% for certain Interstate projects under 23 U.S.C. 120(a); ○ 100% for certain safety items under 23 U.S.C. 120(c); or ○ 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <div style="border: 1px solid red; padding: 2px; width: fit-content; margin-bottom: 5px;">Adjusted Page</div> <div style="border: 1px solid red; padding: 2px; width: fit-content; margin-bottom: 5px;">STIP # 1790565</div> <div style="border: 1px solid red; padding: 2px; width: fit-content;">TIP # 90400</div>	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> ● Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501, ● Traffic operations on Federal-aid highways, ● Bridge and tunnel improvements on public roads, ● Safety improvements on public roads, ● Environmental mitigation ● Scenic and historic highway programs, ● Landscaping and scenic beautification, 	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> ● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance ● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition ● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps ● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information ● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures ● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure ● Rail-highway grade crossing improvements ● Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements ● Sidewalk improvements ● Pedestrian and/or bicycle facilities ● Traffic calming and traffic diversion improvements ● Transportation Alternatives as defined by 23 USC 213(B), 23 USC. 101(A)(29), and Section 1122 of MAP-21 ● Noise walls ● Wetland and/or stream mitigation ● Environmental restoration and pollution abatement ● Control of noxious weeds and establishment of native species <p>Activities previously authorized under the Transportation Enhancement Program:</p>

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<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>(continued)</p> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">Adjusted page</div> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">STIP # 1790565</div> <div style="border: 1px solid red; padding: 2px; margin: 5px 0;">TIP # 90400</div>	<ul style="list-style-type: none"> ● Historic preservation, ● On- and off-road pedestrian and bicycle facilities, ● Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, ● Community improvement activities, ● Recreational Trail Program projects, ● Safe Routes to School (SRTS) projects, ● Transportation Enhancement projects, ● Transportation Alternatives projects, ● Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails. 	<ul style="list-style-type: none"> ○ Pedestrian and bicycle facilities, safety, and educational activities ○ Acquisition of scenic easements and scenic or historic sites ○ Scenic or historic highway programs ○ Landscaping and other scenic beautification activities ○ Historic preservation ○ Rehabilitation and operation of historic transportation buildings, structures, or facilities ○ Preservation of abandoned railway corridors ○ Inventory, control, and removal of outdoor advertising ○ Archaeological planning and research ○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity ○ Establishment of transportation museums ○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths and signage <p>Activities previously authorized under the Safe Routes to School Program (SRTS):</p> <ul style="list-style-type: none"> ● Sidewalk improvements ● Traffic calming and speed reduction improvements ● Pedestrian and bicycle crossing improvements ● On-street bicycle facilities ● Off-street bicycle and pedestrian facilities ● Secure bicycle parking facilities ● Traffic diversion improvements approximately within 2 miles of a school location ● Non-infrastructure related activities: <ul style="list-style-type: none"> ○ Public awareness campaigns and outreach to press and community leaders ○ Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> • Student sessions on bicycle and pedestrian safety, health, and environment • Funding for training, volunteers, and managers of safe routes to school program <p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> ● Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ○ Sidewalk improvements ○ Bicycle infrastructure ○ Pedestrian and bicycle signals ○ Traffic calming techniques ○ Lighting and other safety-related infrastructure
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Appendices

**Surface
Transportation
Block Grant
Program (STBG)
Grouping**

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- Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising
 - Historic preservation and rehabilitation of historic transportation facilities
 - Vegetation management in transportation rights-of-way to improve roadwaysafety, prevent invasive species, and provide erosion control
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- Recreational Trails Program activities under 23 USC 206
- SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

Activities previously authorized under the Recreational Trails Program (RTP):

- Maintenance and restoration of existing recreational trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
- Purchase and lease of recreational trail construction and maintenance equipment
- Construction of new recreational trails
- Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
- Assessment of trail conditions for accessibility and maintenance
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection
- Payment of costs to the State incurred in administering the program
- **Projects authorized from this grouping may be authorized with a different Federal percentage than shown in the grid based on one or more of the following:**
 - 90% for certain Interstate projects under 23 U.S.C. 120(a);
 - 100% for certain safety items under 23 U.S.C. 120(c); or
 - 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

Grouping Category	Function of Grouping Activities	Allowable Work Types
Workforce Development, Training, and Education Grouping STIP# 1799700	Surface transportation workforce development, training, and education activities.	<ul style="list-style-type: none">• Direct educational expenses (not including salaries) in connection with the education and training of transportation employees• National Highway Institute (NHI) course participation• College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation• Local technical assistance programs (LTAP)

Appendix D – Highway Funding Program Descriptions

Highway Funding Program Descriptions

Federal Highway Administration Funds are allocated to the state in numerous categories. The major funding categories are described below:

Appalachia Development Highway System (APD) This program provides funding for routes with remaining work deemed eligible as approved by the Appalachian Regional Commission in the most recent APD Cost Estimate. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for APD. APD projects may be eligible for FAST Act STBG funds. Unexpended APD funds remain in place under pre-FAST Act rules and regulations. States can apply for 100% Federal share using APD or other apportioned funds for highways and access roads on the Appalachia Development Highway System.

Bridge Replacement and Rehabilitation (BRR) This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously authorized under the BRR Program and carry-over funds will still be administered under previous rules and regulations of the BRR Program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). These areas are shown below.



Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, have a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and TIP or the current STIP in areas without an MPO. Currently, all non-attainment areas in the state are located within an MPO area, meaning that air quality conformity must be demonstrated in the MPO long-range transportation plans.

Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement Intelligent Transportation System (ITS) solutions and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to non-peak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conducts of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities are also an eligible use of CMAQ funds.

Demonstration Set Aside of the STP (DEMO) This program provides special funding for certain projects.

Enhancement Activity Set Aside of the STP (ENH) This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; establishment of transportation museums. Under the Tennessee Roadscapes grant program, types of work will include landscaping, irrigation, benches, trash cans, paths, and signage. This funding program was eliminated under MAP-21. All projects previously authorized under the ENH Program and carry-over funds will still be administered under previous rules and regulations of the ENH Program.

Forest Highway/Public Lands (FH/PL) This funding program was eliminated under MAP-21. All projects previously authorized under the Forest Highway Program and carry-over funds from SAFETEA-LU will still be administered under previous rules and regulations of the Forest Highway Program.

Federal Lands Access Program (FLAP) This is a new program created under MAP-21 and continued under the FAST Act. It provides funds for projects on Federal Lands Access Transportation Facilities that are located on, adjacent to, or that provide

access to Federal lands.

A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government. Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. The Eastern Federal Lands Highway Division is responsible for administering the FLAP and serving the transportation engineering needs of these Federal Land Management agencies in Tennessee. Eligible Activities include but are not limited to: Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands located on or adjacent to, or that: provide access to a Federal land (adjacent vehicular parking areas; acquisition of necessary scenic easements and scenic or historic sites; provisions for pedestrians and bicycles; environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; construction and reconstruction of roadside rest areas, including sanitary and water facilities); Operation and maintenance of transit facilities.

High Priority Projects (HPP and HPP-L) This program provides designated funding to the state (HPP) and Local Agencies (HPP-L) for specific projects identified by Congress.

Highway Safety Improvement Program (HSIP) The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in statute—most of which are infrastructure-safety related.

High Risk Rural Road (HRRR) A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated SHSP. This funding program was eliminated as a separate program under MAP-21. All projects previously authorized under the HRRR Program and carry-over funds will still be administered under previous rules and regulations of the HRRR Program.

Interstate Maintenance (IM) This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. This funding program was eliminated under MAP-21. All projects previously authorized under the IM Program and carry-over funds will still be administered under previous

rules and regulations of the IM Program.

National Highway Freight Program (NHFP) The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing

and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23.

National Highway Performance Program (NHPP) The FAST Act continues the NHPP, which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- Workforce development, training, and education activities are also an

- eligible use of NHPP funds.
- Installation of vehicle-to-infrastructure communication equipment.
 - Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied).
 - A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas).
 - At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects.

National Highway System (NHS) This Program 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. This funding program was eliminated under MAP-21. All projects previously authorized under the NHS Program and carry-over funds will still be administered under previous rules and regulations of the NHS Program.

National Scenic Byways Program (NSBP) This Program provides funding for roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. This funding program was eliminated under MAP-21. All projects previously authorized under the NSBP Program and carry-over funds will still be administered under previous rules and regulations of the NSBP Program.

Recreational Trails (RTP) This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The FAST Act eliminated the RTP in lieu of replacing it and other programs with a set-aside of STBG funding for transportation alternatives. All projects previously authorized under the RTP and carry-over funds will still be administered under previous rules and regulations of the RTP.

Repurposed Funds (R-) This acronym does not represent a specific funding program, but rather the re-designation of funds. The Consolidated Appropriations Act of 2016 allows States to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program. In this STIP, repurposed earmark funds are designated with 'R-' preceding the funding code.

Safe Routes to School (SRTS) This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21. All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

Section 154 (PHSIP) This Program provides funding to help save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education,

research, safety standards, and enforcement activity. This funding is the penalty of 2.5 percent of a state's apportionment in 23 USC 104(b) for not having a conforming Open Container Law, per 23 USC 154.

State (STA) This program provides 100% state funding by the state for various projects on the State Highway System.

Surface Transportation Block Grant Program (STBG) The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives - newly defined with set-aside, includes most transportation enhancement eligibilities.
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.

- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.

- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost- effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities are also an eligible use of STBG funds.
- Create and operate a State office to help design, implement, and oversee public- private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances.
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

Similar to the past STP funding, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives".

The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Transportation Alternatives Program (TAP) The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails,

safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Generally, transportation alternatives eligibilities are the same as those under the prior TAP and consist of:

- Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - Construction of turnouts, overlooks, and viewing areas.
 - Community improvement activities, including;
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to;
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.
- The safe routes to school program under section 1404 of the SAFETEA-LU.
 - Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off- street bicycle and

- pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - Safe Routes to School coordinator.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:
- Safety and educational activities for pedestrians and bicycles.
 - Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
 - Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STP funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers).
 - Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a)(29)(D) of title 23.
- Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see section 101(a)(29)(E).
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

The FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects). Additionally, it eliminated TAP's "Flexibility of Excess Reserved Funding" provision, which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the CMAQ Program.

Federal, State, and Local Match Requirements by Funding Program

Program		Funding Match Requirements
APD	Appalachia Development Highway System Projects	100% Federal
BRR	Bridge Replacement and Rehabilitation	80% Federal, 20% State
CMAQ	Congestion Mitigation Air Quality Improvement Prog.	80% Federal, 20% State/Local
DEMO	Demonstration project, special set aside	100% Federal or 80% Federal, 20% State/Local
ENH	Enhancement Activity set aside of the STP	80% Federal, 20% Local/State
FH/PL	Forest Highway/Public Lands Projects	100% Federal or 80% Federal, 20% State
FLAP	Federal Lands Access Program	100% Federal or 80% Federal, 20% State
HPP	High Priority Projects	80% Federal, 20% State
HPP-L	High Priority Projects (Local)	80% Federal, 20% Local
HRRR	High Risk Rural Roads	90% Federal, 10% State/Local
HSIP	Highway Safety Improvement Program	90% Federal, 10% State
IM	Interstate Maintenance Projects	90% Federal, 10% State
IMD	Interstate Maintenance Discretionary Funds	90% Federal, 10% State/Local
NHFP	National Highway Freight Program	90% Federal, 10% State or 80% Federal, 20% State
NHPP	National Highway Performance Program	80% Federal, 20% State
NHS	National Highway System Program	80% Federal, 20% State
NSBP	National Scenic Byways Program	100% Federal or 80% Federal, 20% State/Local
PLHD	Public Lands Highways Discretionary Funds	100% Federal
RTP	Recreational Trails Projects	80% Federal, 20% State
Sect 154	Section 154 (PHSIP)	100% Federal
SRTS	Safe Routes to School	100% Federal
STA	State Funds	100% State
STBG	Surface Transportation Block Grant Program	80% Federal, 20% State
TAP	Transportation Alternatives Program	80% Federal, 20% State/Local