

# Fiscal Years 2020 – 2023 Transportation Improvement Program



**Adopted December 20, 2019**

**Amended December 8, 2020, April 27,  
2021, December 8, 2021 and June 21,  
2022**

**This Fiscal Years (FYs) 2020 – 2023 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 <https://jcmpo.org/tip.html>.**

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

Spanish Translation of the above statement:

Si usted necesita este documento resumido en español contacta por favor al Coordinador del MTPO , numero de telefono (423) 434-6272, correo electronico [jcmpo@jcmpo.org](mailto: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, or national origin.*

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

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Jenny Brock
Chair, Johnson City MTPO Executive Board

Date: 20 DEC 2019

Ronnie Porter
Director, TDOT Program Development & Administration Division

Date: 12/23/19

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

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

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

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

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

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

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

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

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

  
\_\_\_\_\_

MTPO Executive Board, Chair

  
\_\_\_\_\_

MTPO Executive Staff, Chair

20 DEC 2019

Date

December 20, 2019

Date

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

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
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- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
MTPO Executive Board, Chair

08 DEC 2020  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chair

08 DEC 2020  
\_\_\_\_\_  
Date



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

**AMEND THE FISCAL YEARS 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD ADDITIONAL FUNDING TO THE CONSTRUCTION PHASE OF THE SR 34 AT INDUSTRIAL PARK RD TRAFFIC SIGNAL UPGRADE PROJECT AND MOVE IT FROM FY 2020 TO FY 2021**

**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**, TDOT is preparing to go to construction for an upgrade to the traffic signal at the intersection of SR 34/11E/19E and Industrial Park Road; and

**WHEREAS**, TDOT is requesting, on behalf of Bluff City, additional STBG-M funds for construction due to the increase in costs; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020 – 2023 Transportation Improvement Program to add additional funding to the Construction phase of the SR 34 at Industrial Park Rd Traffic Signal Upgrade Project and move it from FY 2020 to FY 2021.

  
\_\_\_\_\_  
MTPO Executive Board, Chair

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chair

  
\_\_\_\_\_  
Date

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

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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

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- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



MTPO Executive Board, Chair

4-27-2021

Date



MTPO Executive Staff, Chair

27 APRIL 2021

Date

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

**Amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add additional residual Section 5317 New Freedom funds for Johnson City Transit, with a total of \$241,512 in Fiscal Year 2022 and \$241,512 in Fiscal Year 2023**

**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 is reallocating \$241,506 in residual (old) unspent Section 5317 New Freedom funds to Johnson City Transit; and

**WHEREAS**, Johnson City Transit is proposing to split these funds between Fiscal Years 2022 and 2023, with \$120,756 federal, \$60,378 state and \$60,378 local funds in each year; and

**WHEREAS**, Johnson City Transit will use the funds to continue to run the Orange route bus service that brings patrons to locations such as Wal-mart, BrightRidge and Franklin Woods Hospital; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020 – 2023 Transportation Improvement Program to add additional residual Section 5317 New Freedom funds for Johnson City Transit, with a total of \$241,512 in Fiscal Year 2022 and \$241,512 in Fiscal Year 2023.

  
\_\_\_\_\_  
MTPO Executive Board, Chair

4-27-2021  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chair

27 APRIL 2021  
\_\_\_\_\_  
Date

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

**Amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add additional Section 5339 capital funds in the amount of \$57,325 for NET Trans in Fiscal Year 2021**

**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**, NET Trans, an urban and rural transit provider, has received Section 5339 capital funds from the Tennessee Department of Transportation; and

**WHEREAS**, an additional amount of \$57,325 will need to be added to the TIP as a new transit capital project, of which \$45,860 is federal, \$5,732 is state match and \$5,733 is local match.; and

**WHEREAS**, NET Trans will use these new funds to purchase vehicles to provide service; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add additional Section 5339 capital funds in the amount of \$57,325 for NET Trans in Fiscal Year 2021.

  
\_\_\_\_\_  
MTPO Executive Board, Chair

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chair

  
\_\_\_\_\_  
Date

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

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
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- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
For Mayor Joe Wise  
MTPO Executive Board, Chair

08 DEC 2021  
Date

  
MTPO Executive Staff, Chair

08 DEC 2021  
Date

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

**Amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add Amendment 4 - a new project to improve pedestrian safety at crosswalks in downtown Johnson City for \$1 million in Fiscal Year 2022**

**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 is awarding to the Johnson City MTPO \$698,197 in HIP-CRRSAA (Covid Relief) funds; and


**WHEREAS**, the Johnson City MTPO is proposing to use these funds, along with \$241,442 in STBG-M funds, for a total project cost of \$1 million, to improve pedestrian safety at crosswalks in downtown Johnson City; and

**WHEREAS**, this project will increase pedestrian safety by upgrading lighting at crosswalks and correct Americans with Disabilities Act (ADA) issues; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020 – 2023 Transportation Improvement Program to add a new project to install crosswalk lighting in downtown Johnson City to increase pedestrian safety for \$1,000,000 in Fiscal Year 2022.

  
\_\_\_\_\_  
M. Dennis Peterson  
Co. Mayor Joe Wise  
MTPO Executive Board, Chair

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
M. Dennis Peterson  
MTPO Executive Staff, Chair

  
\_\_\_\_\_  
Date

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

**Amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add Amendment 5 - a new project to install traffic signals in various locations in Johnson City to increase safety for \$2,375,000 in Fiscal Year 2022**

**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 Johnson City is proposing to install traffic signals at various locations; and

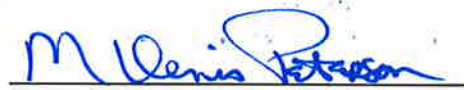
**WHEREAS**, the Johnson City MTPO is proposing \$2,375,000 in STBG-M funds for this project; and


**WHEREAS**, this project will increase safety at these intersections; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020 – 2023 Transportation Improvement Program to add Amendment 5 - a new project to install traffic signals in various locations in Johnson City to increase safety for \$2,375,000 in Fiscal Year 2022.

  
\_\_\_\_\_  
For Mayor Joe Wise  
MTPO Executive Board, Chair

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chair

  
\_\_\_\_\_  
Date

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

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



MTPO Executive Board, Chair



Date



MTPO Executive Secretary



Date



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

**Amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022**

**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**, NET Trans is utilizing Federal Transit Administration (FTA) Section 5307 funds for a new capital project; and

**WHEREAS**, NET Trans is proposing to add a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022; and

**WHEREAS**, NET Trans will use the funds to upgrade a parking lot for their vehicles in Elizabethton and install new radios on their vehicles; and

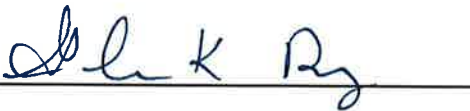
**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020 – 2023 Transportation Improvement Program to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022.



MTPO Executive Board, Chair



Date



MTPO Executive Secretary



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
ER	Emergency Relief Program
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
HIP-CRRSAA	Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act
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 System
MAINT	Maintenance
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> 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
NET Trans	Northeast Tennessee Rural Public Transit
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
OP	Operating Expenditure
PE-N	Preliminary Engineering (NEPA)
PE-D	Preliminary Engineering (Design)
PHSIP	Penalty Highway Safety Improvement Program
PM	Performance Measures
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-M	Surface Transportation Block Grant Program – MPO
STBG-S	Surface Transportation Block Grant Program – State
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TERM	Transit Economic Requirements Model
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
TR	Training
U.S.C.	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 21<sup>st</sup> Century (MAP-21) Act;
- Metropolitan Transportation Planning – Title 23 of the United States Code (U.S.C.), Section 134;
- Formula Grant Program for Metropolitan Planning – Title 49 of the U.S.C., 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.

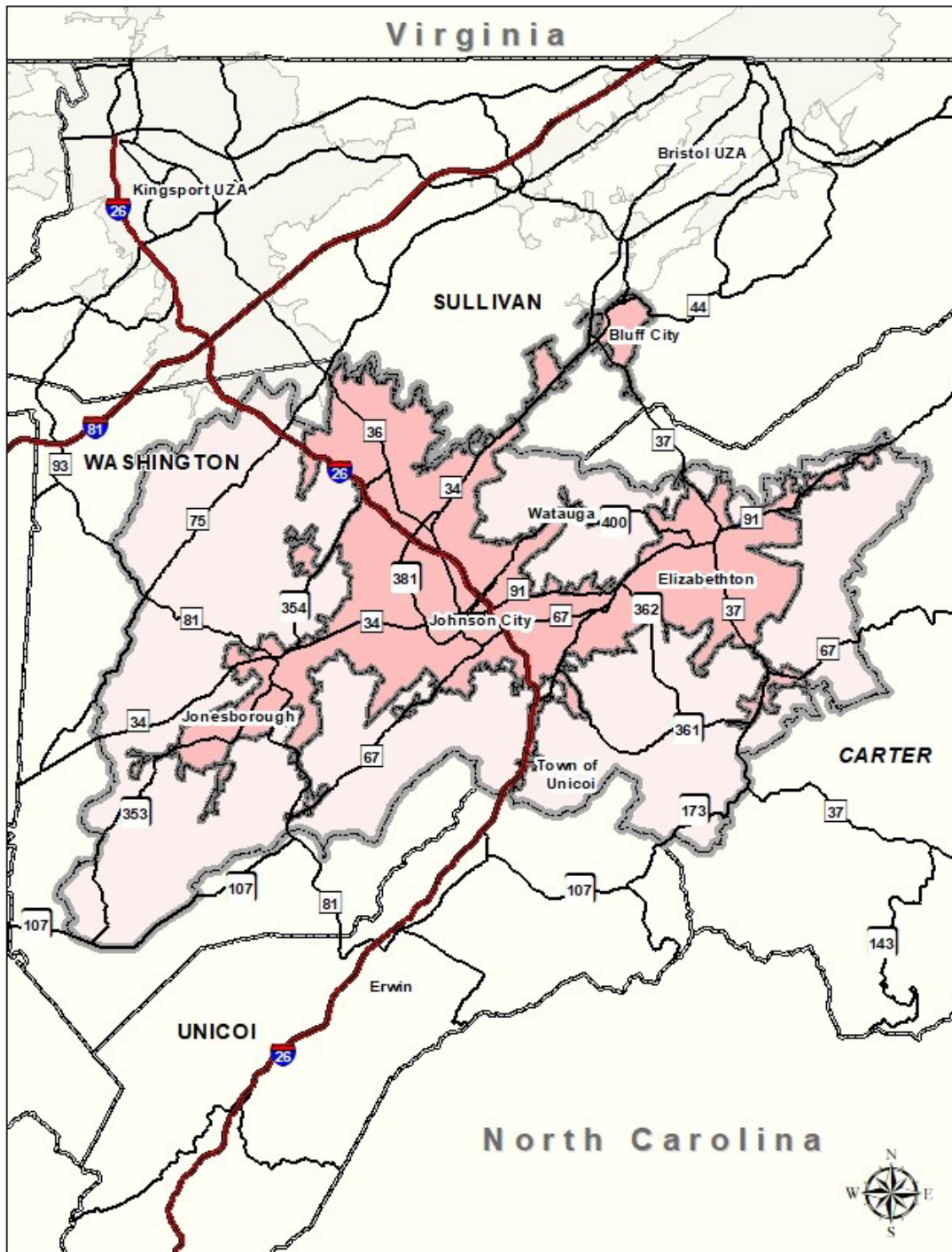
## 1.2 Metropolitan Planning Area

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

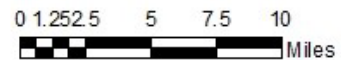
The Johnson City MTPO is comprised of an Executive Board, an Executive Staff (technical committee) and administrative staff. The Executive Board is the overall governing body for the Johnson City MTPO and is supported by the Executive Staff and the Johnson City MTPO administrative staff. The administrative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



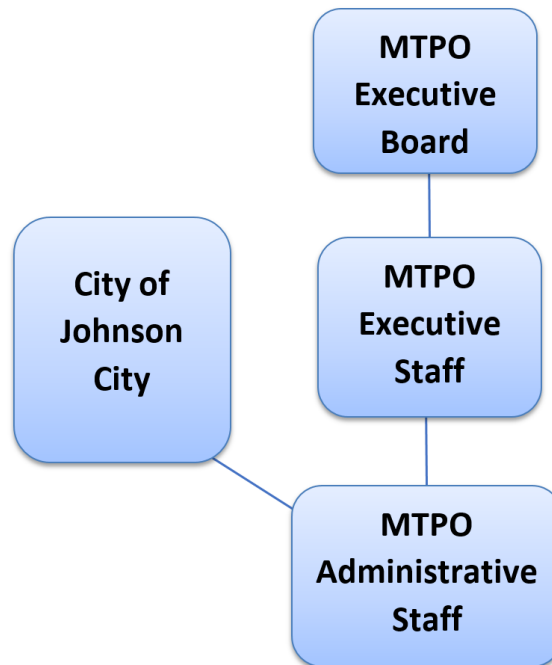
**Legend**

- Johnson City 2010 Urbanized Area - Smoothed
- Johnson City MTPO MPA Boundary - October 2014
- County Boundaries
- Interstate
- State Routes



SCALE 1:400,000

**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 U.S.C. 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, of which no regionally significant locally funded projects are currently planned. 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 in the Public Participation Plan (as described in page 16) 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, 2019 to September 30, 2023. The previous TIP covered the FFYs period of October 1, 2016 to September 30, 2020 and was adopted on November 4, 2016. The next TIP will cover the FFYs period of October 1, 2022 to September 30, 2026, and the development cycle will begin in early 2022.

### 2.2 Project Selection

The Johnson City MTPO considered many factors important to the area during its project selection process, which are the same as the previous TIP. Those factors are shown in **Table 1** on the next page. Projects that are submitted by local jurisdictions are scored according to the factors for inclusion in the TIP. More detail on the project selection process is provided in Section 9.4 on page 41. A call for projects was issued during the Executive Board meeting on November 14, 2018; however, no new highway projects were submitted. Staff consulted with local jurisdictions and TDOT to determine the status of projects in the current TIP. Staff also reviewed available funding and the capacity of the local governments to provide the required match to the federal funds for carryover projects. A draft list of the carryover projects were presented to the Executive Board and Executive Staff on August 28, 2019. 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. **Table 2** on page 15 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.

**Table 1**

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

## 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.



**Table 2**

Types of Project Phases		
Project Phase	Acronym	Description
Acquisition/Purchase	ACQ	Procuring equipment, software, or vehicles
Capital	CAP	Capital Expenditures, including capitalized preventive maintenance on revenue vehicles
Construction	CONST	Work by the agency or contractor(s) to construct the project, possibly including utility relocation
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, in which general project location and design concepts are determined
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

## 2.5 National Transportation Goals

Title 23 of the U.S.C., 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, improve the quality of life, and promote consistency between transportation improvements and 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.

## 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 <https://jcmpo.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. 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 *Johnson City Press*. The notices and document are made available on the Johnson City MTPO website and posted on the Twitter account @JohnsonCityMTPO and Facebook account @JohnsonCityMPO. 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 **Table 3** below.

**Table 3**

Transportation Improvement Program (TIP) Checklist	
Activity	Technique(s)
<b>Draft Document</b>	Available online at <a href="http://www.jcmpo.org">www.jcmpo.org</a> and at the Johnson City MTPO office.
<b>Comment Opportunities</b>	<ul style="list-style-type: none"> <li>• <b>Public Hearing and Workshops</b></li> <li>• <b>Electronic Surveys or Comment Forms</b></li> <li>• <b>During standard public meetings, such as Executive Board/Staff meetings</b></li> <li>• <b>In person or by mail to the Johnson City MTPO Office</b></li> </ul>
<b>Public Notice &amp; Comment Period</b>	14 Calendar Days, beginning with public notice in a regional newspaper and on the Johnson City MTPO website at <a href="http://www.jcmpo.org">www.jcmpo.org</a> , and on Twitter. <a href="http://www.jcmpo.org/">http://www.jcmpo.org/</a>
<b>Public Hearing</b>	<b>Public hearing will be held during the public comment period.</b>
<b>Public Meeting/Hearing Notice</b>	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.
<b>Amendment Notice</b>	Amendments to the TIP will follow the same public review process and procedures as that of TIP adoption.
<b>Summary of comments received</b>	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.
<b>Final, adopted document availability</b>	The final, adopted TIP document will be available on the Johnson City MTPO website and at the administrative office.

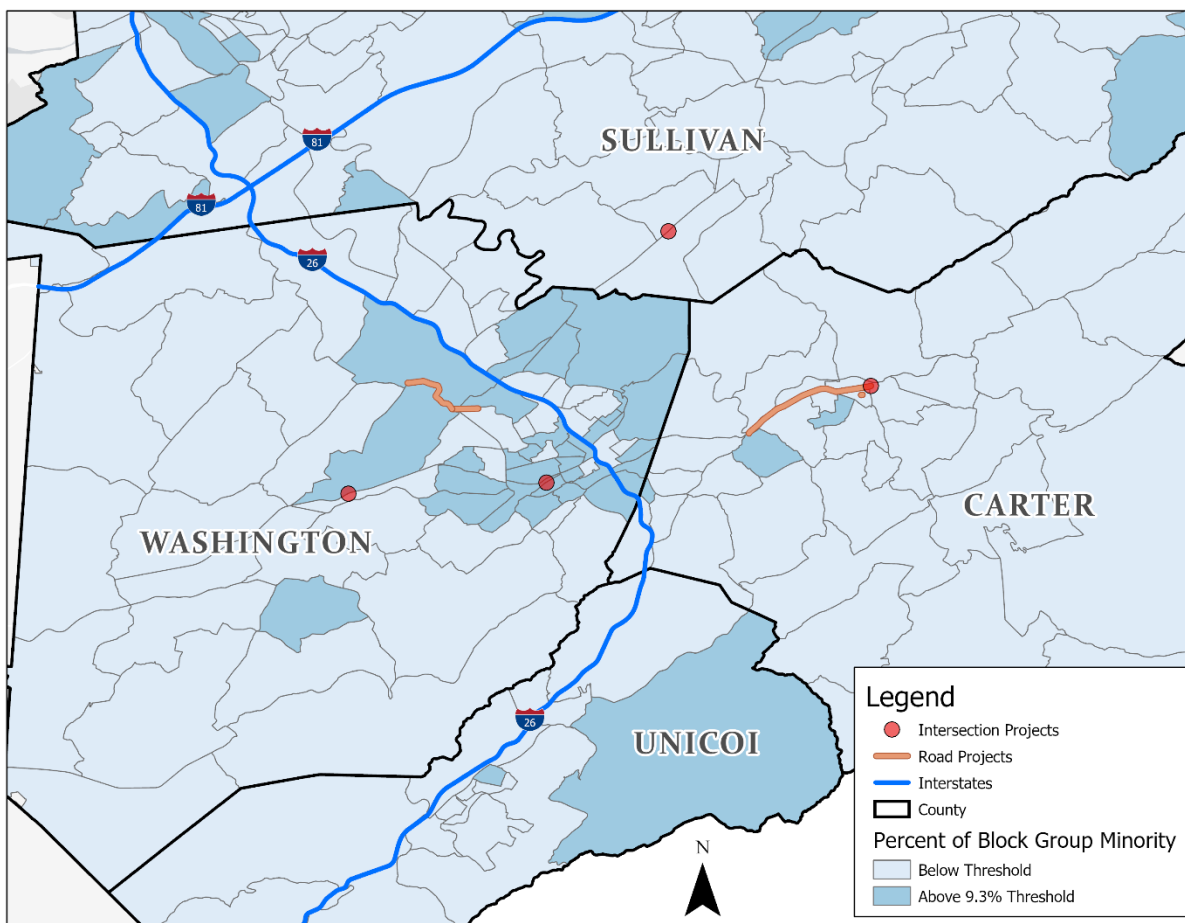
### 3.2 Title VI / Environmental Justice

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, or national origin. Specifically, Title 42 of the U.S.C., Section 2000d states, “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Environmental Justice, Executive Order 12898 of 1994 states, “Each Federal agency shall

make achieving environmental justice part of its mission by identifying and 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.” In addition to the Executive Order, the US DOT issued Order 5610.2(a), which provides directive about how Environmental Justice communities are to be addressed in the planning process.

All projects using federal highway trust funds for the Johnson City MTPO comply with Title VI and Environmental Justice. Figure 3 below displays the census block groups in the four-county region according to their percent of minority population compared to a threshold of 9.3 percent for the Johnson City Urbanized Area, along with the TIP project locations, which increase safety and ease of access. The Johnson City MTPO has procedures for addressing Title VI complaints by making available a complaint form and an instruction document, in both English and Spanish languages, on our website at <https://jcmpto.org/titlevi.html>. Staff has also published a Title VI notice in the Johnson City Press in January 2019, in both English and Spanish languages. The TIP document can also be translated into another language, upon request.

**Figure 3**  
**TIP Project Locations in Areas with Minority Populations**



Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

### 3.3 ADA and Transition Plans

As part of FHWA’s regulatory responsibility under Title II of the ADA of 1990 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.

**Table 4** below describes the status of the ADA Transition Plans that are required for cities and counties with 50 or more employees.

**Table 4**

Status of ADA Transition Plans				
Jurisdiction with 50 or more employees	ADA Coordinator Identified	ADA Grievance Procedures Developed & Published	Self-Evaluation Completed	ADA Transition Plan Completed
City of Elizabethton, TN	✓	✓	In Progress	In Progress (contract with consultant by the end of 2019)
City of Johnson City, TN	✓	✓	In Progress – Partially done	✓
Town of Jonesborough, TN	✓	✓	✓	✓
Carter County, TN	✓	✓	✓	In progress (completed by fall 2019)
Sullivan County, TN	✓	✓	✓	In progress (completed by summer 2019)
Washington County, TN	✓	✓	✓	✓

### 3.4 Public Transportation Program of Projects

Local public transportation providers rely on its coordination with the Johnson City MTPO public participation process outlined in the PPP to ensure public awareness and outreach of the agencies’ 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.”

### 3.5 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, on the Twitter account @JohnsonCityMTPO and the Facebook account @JohnsonCityMPO. 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 G 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

The annual allocation of Surface Transportation Block Grant Program – MPO funds (STBG-M) for the Johnson City Urbanized Area is estimated at \$1,759,000 for each fiscal year. The Tennessee Department of Transportation provided this estimate to the Johnson City MTPO. STBG funds are federal funds that come from the Highway Trust Fund through fuel taxes and authorized with the transportation reauthorization Act. In recent years, due to shortfalls, the Highway Trust Fund has been supplemented with general budget appropriations. The current act, the FAST Act, expires on September 30, 2020. Due to expiration of FAST Act, we have been advised by TDOT not to expect an increase of STBG-M allocation to for the MTPO. STBG-M funds are the primary funding source for non-transit transportation projects funded by the Johnson City MTPO. Local matching funds for projects are provided by jurisdictions through their own revenue sources, primarily through property and sales taxes. In developing the TIP, the Johnson City MTPO used the annual allocation to program projects, covering multiple years in the TIP, to ensure they 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, new transportation authorization legislation or other external influences. If this occurs, the Johnson City MTPO will adjust the TIP accordingly.

The Johnson City MTPO works closely with public transportation providers 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 Cost Estimation

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, public transportation providers, 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 determined using historic data.

This TIP was particularly challenging since STBG-M funds and matching funds from the local government will not cover the cost of all existing projects proposed for the TIP. Since the TIP is required to be fiscally constrained, only existing projects that can be fully funded are included in this TIP as ongoing projects.

Therefore, one project has been placed on the illustrative list of projects until funding can be secured to complete the construction phase. This is due to the escalation of costs for the project. The project sponsor is working diligently to re-evaluate alternatives to reduce the construction costs, “rightsizing” the project while maintaining the same footprint, exploring the possibility of developing the project by phases and looking for additional revenue sources. Therefore, at this time, it would be irresponsible of the MTPO to program STBG-M funds for new projects, until existing projects can be funded. Furthermore, it would create unrealistic expectations for the public.

### 4.4 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 **Table 5** on the next page 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 numbers 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 and is shown in the Financial Summary of Highway Funds on page 76. In the event Federal transportation funds were made available for maintenance and operations projects, it would be identified in the TIP.

For public transportation providers, 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. **Table 6** on the next page provides estimated annual operations and maintenance costs for the public transportation providers.

**Table 5**

<b>Highway Maintenance and Operations Budgets – FFY 2020</b>		
<b>Jurisdiction</b>	<b>Estimated Annual Revenues</b>	<b>Estimated Annual Costs</b>
Town of Bluff City, TN	\$357,400	\$357,400
City of Elizabethton, TN	\$3,429,320	\$3,429,320
City of Johnson City, TN	\$15,286,640	\$15,286,640
Town of Jonesborough, TN	\$1,088,040	\$1,088,040
Town of Unicoi, TN	\$641,720	\$641,720
Town of Watauga, TN	\$68,280	\$68,280
Carter County, TN*	\$5,070,160	\$5,070,160
Sullivan County, TN*	\$12,761,080	\$12,761,080
Unicoi County, TN*	\$2,700,240	\$2,700,240
Washington County, TN*	\$11,347,440	\$11,347,440
TDOT	\$11,433,200	\$11,433,200
<b>Total Annual Budget</b>	<b>\$64,183,520</b>	<b>\$64,183,520</b>

\*These figures include county-wide costs; the Washington County Highway Department operates its own asphalt plant for the county.

**Table 6**

<b>Public Transportation Maintenance and Operations Budgets</b>		
<b>Revenue Source</b>	<b>Estimated Annual Revenues</b>	<b>Estimated Annual Costs</b>
Operating Assistance - FTA 5307 (Federal & Non-Federal Match)	\$5,342,254	\$5,342,254
Operating Assistance - Other FTA Programs (FTA 5310, Discretionary, etc.) (Federal & Non-Federal Match)	\$449,248	\$449,248
TDOT Critical Trips (CRIT) Program (State & Local Match)	\$683,406	\$683,406
<b>Total Annual Budget</b>	<b>\$6,474,908</b>	<b>\$6,474,908</b>

## 4.5 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. MAP-21 was a two-year authorization that was enacted July 6, 2012, and extended until December 4, 2015. **Table 7** 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 **Table 7** 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 U.S.C. 120(c)(1)), with up to 100% funded by Federal dollars.



**Table 7**

<b>Authorized Federal Transportation Funding Programs</b>			
<b>FAST Act Federal Programs</b>	<b>MAP-21 Federal Programs</b>	<b>Description</b>	<b>Funding Ratio</b>
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</b>			
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%-90% Federal, 0%-10% Non-Federal
<b>Emergency Relief Program (ER)</b>			
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
<b>Federal Lands and Tribal Transportation Programs (FLTP) (FLAP)</b>			
Programs are largely the same as it was under MAP-21.	<ul style="list-style-type: none"> <li>• Federal Lands Transportation Program (FLTP)</li> <li>• Federal Lands Access Program (FLAP)</li> </ul>	Provides funding for roads providing access to and within Federal and Indian lands.	80%-100% Federal, 0%-20% Non-Federal
<b>High Priority Project (HPP)</b>			
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.	80% Federal, 20% Non-Federal

<b>Highway Safety Improvement Program (HSIP) (PHSIP)</b>			
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. <a href="#">The State of Tennessee Strategic Highway Safety Plan</a> follows guidance provided by FHWA to meet the requirements of the FAST Act to obligate funds under HSIP.	90% Federal 10% Non-Federal (except as provided in 23 U.S.C. 120 and 130)
<b>National Highway Freight Program (NHFP)</b>			
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.	80-90% Federal, 10-20% Non-Federal
<b>National Highway Performance Program (NHPP)</b>			
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.	80-90% Federal, 10-20% Non-Federal
<b>Surface Transportation Block Grant Program (STBG-M) (STBG-S)</b>			
Program's name is changed to Surface Transportation Block Grant Program.	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.	80-90% Federal, 10-20% Non-Federal
Transportation Alternatives added as a set-aside.	Surface Transportation Program (STP) – MPO	Provides funding to urban areas of 5,000 to 200,000 in population for improvements on routes functionally classified urban collectors or higher.	80-90% Federal, 10-20% Non-Federal

	Transportation Alternatives (TAP); 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.	80-90% Federal, 10-20% 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
<b>Transportation Alternatives Program (TAP)</b>			
Program was eliminated in the FAST Act.	Transportation Alternatives Program (TAP)	No longer a separate program but replaced as a set-aside in the renamed STBG funding formula.	N/A
<b>Urbanized Area Formula Grant (Section 5307)</b>			
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
<b>Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)</b>			
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
<b>Formula Grant for Rural Areas (Section 5311)</b>			
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

<b>State of Good Repair (Section 5337)</b>			
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 transportation providers 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
<b>Bus and Bus Facilities (Section 5339)</b>			
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 modification process. An Memorandum of Agreement (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 modification. **Table 8** on the next page shows the project cost change thresholds, a sliding scale of the total programmed funds of all phases of a project that is shown within the approved TIP and how much of a percentage of that change triggers the amendment process or the administrative modification process. This applies to FTA projects as well as FHWA projects. For example, if the total programmed funds is \$1 million, and additional funds of \$500,000 are being added, the percent cost change is 50 percent, which would require the administrative modification process. If the total project cost is \$ 1 million, and additional funds of \$800,000 are being added, the percent cost change is 80 percent, which would require the amendment process.

**Table 8**

<b>Project Cost Change Thresholds</b>		
<b>Total programmed funding within the approved STIP/TIP</b>	<b>Amendment</b>	<b>Administrative Modification</b>
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 STIP/TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR §450.216 and §450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment requires TDOT and FHWA/FTA approval. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings) (see discussion on project cost change thresholds above); or
- Adding a new project or deleting a project from the STIP/TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, 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 (including a grouping); or
- Moving funds between an MPO TIP and STIP unless a written agreement exists between the MPO and TDOT that such an action may be processed as an administrative modification; or
- Moving funds between an MPO’s TIP and another MPO’s TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative modification.

## 5.3 Administrative Modifications

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

- A minor change in the total project cost (see project cost change thresholds);
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes; or
- Shifting funds between projects within the STIP/TIP (i.e., funding sources and projects already identified in the STIP/TIP) if the change does not result in a cost increase greater than the amendment threshold (see project cost change thresholds listed above) for the total project cost of all phases shown within the approved STIP/TIP; or

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

## 6 Status of Projects in FYs 2017-2020 TIP

On November 14, 2018, 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. **Tables 9 and 10** on the next few pages provide 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 Block Grant Program Grouping (90400, STBG-State funds) (this grouping has a new name in this TIP called Surface Transportation Program Grouping);
- National Highway Performance Program Grouping (90500, NHPP funds) (this grouping has a new name in this TIP called National Highway System Infrastructure Grouping);
- Highway Safety Improvement Program Grouping (90600, HSIP/PHSIP funds) (this grouping has a new name in this TIP called Safety Grouping); and
- Transportation Enhancements Grouping (2017-13, TAP funds) (this grouping has a new name in this TIP called Transportation Alternatives Program Grouping).

**Table 9**

**Status of Projects in FYs 2017-2020 TIP**

TIP No. TDOT PIN	TIP Page No.	Project Name (Location)	Description	Status
2014-12 118859.00	A-1	Signalization improvements at two intersections (Elizabethton)	Upgrade/install traffic signals at State Route (SR) 67/SR 359 (Milligan Hwy) and SR 67/Mill Street	Completed in 2018
2013-02	A-2	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
2014-11	A-3	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
2010-04	A-4	Traffic Circle for Greenline Road (Johnson City)	Installation of traffic circle at the intersection of Greenline Rd and Peoples St	Constructed as a traffic signal with 100% local funds
2014-01 125528.00	A-5	Elk Avenue Bridge Repair (Elizabethton)	Repair and rehab the Elk Avenue bridge over the Doe River due to deterioration	Currently in PE Phase; Construction estimated to begin in FY 2020
2017-01 127849.00	A-6	SR 67/91/US 321 at SR 37/US 19E Traffic Signal Upgrade (Elizabethton)	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.	Currently in PE Phase; Construction estimated to begin in FY 2020
2017-02 127426.00	A-7	SR 34 at Industrial Park Rd Traffic Signal Upgrade (Bluff City)	Upgrade traffic signal to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.	Currently in PE Phase; Construction estimated to begin in FY 2020
2006-12 102618.00	A-8	VA Hospital Connector (Johnson City)	Construct a new 2 lane access road from SR 034 (West Market St) to Ashe Ave	Completed in 2017

2008-05 111351.00	A-9	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	Completed in 2019
2010-05 114592.00	A-10	Traffic Circle for Mountainview Rd (Johnson City)	Installation of traffic circle at the intersection of Mountainview Rd and Browns Mill Rd	Completed in 2017
2017-14 125177.00	A-11	Traffic Signal for State of Franklin Rd and Harris Drive (Johnson City)	Installation of a traffic signal at the intersection of SR381 (State of Franklin Road) and Harris Drive	Currently in PE Phase; Construction estimated to begin FY 2020
2017-16	A-12	Traffic Signal for SR 34 (US 11E/ E Jackson Blvd) & Smith Ln (Jonesborough)	Installation of a traffic signal at the intersection of SR 34 (US 11E/East Jackson Boulevard) and Smith Lane.	Not Started
2017-21 128783.00	A-13	Elizabethton ADA Transition Plan (Elizabethton)	The City of Elizabethton will complete an ADA Transition Plan that will improve accessibility to those with disabilities to comply with ADA requirements.	Contract for consultant to be issued by end of 2019
2011-30 112456.00	D-1	I-26 Exit 17 (Johnson City)	Interchange Modification	Currently in Construction Phase; estimated to be completed by 2021
2011-31 112457.00	D-2	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)	Completed in 2018
2006-10 043975.01	E-1	SR 91 Extension (Elizabethton)	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.	Currently in ROW Phase; Construction estimated to begin FY 2020



**Table 10****Status of FTA Transit Projects**

TIP No.	TIP Page No.	Project Name (Agency)	Description	Status
2017-08	F-1	Operating Expenses (Johnson City Transit)	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.	On-Going
2017-09	F-2	Capital Expenses (Johnson City Transit)	Capitalized Preventive Maintenance (labor, parts, and periodic routine services) and other capital, including support equipment, associated capital, passenger waiting shelters and bus stop signs)	On-Going
2017-10	F-3	Para-Transit Vehicles/Buses/ Technology (Johnson City Transit)	Acquisition of paratransit vehicles, buses, and/or technology	5 buses delivered in 2019; 10 paratransit vehicles acquired; paratransit software deployed
2017-11	F-4	Enhanced Mobility of Seniors & Individuals w/ Disabilities (Johnson City Transit)	Funds operating assistance, capital purchases, and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service.	On-Going
2017-12	F-5	Dawn of Hope Minivan Purchase	Acquisition of 4 ADA vehicles to assist with service expansion for transportation of ADA clients.	Not Started; new state law has drastically changed program
2017-15	F-6	New Freedom (Johnson City Transit)	Funds operating assistance, capital purchases and program administration of the New Freedom route service.	On-Going with redistributed residual funding
2017-17	F-7	Job Access (Johnson City Transit)	Funds operating assistance, capital purchases and program administration of the Job Access Program services.	On-Going with redistributed residual funding

2017-18	F-8	Operating Expenses (NET Trans)	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).	On-Going
2017-19	F-9	Capital Equipment (NET Trans)	Acquisition of 2 standard rear lift conversion vans to provide transportation services in the urbanized area outside of the corporate City limits.	2 vehicles to be delivered in summer 2019
2017-20	F-10	ADA-Accessible Vehicle for Jonesborough Senior Center (Jonesborough)	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.	Vehicle to be delivered in summer 2019

## 7 Projects to Carryover from FYs 2017-2020 TIP to FYs 2020-2023 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 2020-2023 TIP. **Table 11** below lists the carryover projects.

**Table 11**

**Projects to Carryover from FYs 2017-2020 TIP to FYs 2020-2023 TIP**

TIP No. TDOT PIN	TIP Page No.	Project Name (Location)	Description
2014-01 125528.00	A-5	Elk Avenue Bridge Repair (Elizabethton)	Repair and rehab the Elk Avenue bridge over the Doe River due to deterioration
2017-01 127849.00	A-6	SR 67/91/US 321 at SR 37/US 19E Traffic Signal Upgrade (Elizabethton)	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.
2017-02 127426.00	A-7	SR 34 at Industrial Park Rd Traffic Signal Upgrade (Bluff City)	Upgrade traffic signal to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.
2017-14 125177.00	A-11	Traffic Signal for State of Franklin Rd and Harris Drive (Johnson City)	Installation of a traffic signal at the intersection of SR381 (State of Franklin Road) and Harris Drive
2017-16	A-12	Traffic Signal for SR 34 (US 11E/ E Jackson Blvd) & Smith Ln (Jonesborough)	Installation of a traffic signal at the intersection of SR 34 (US 11E/East Jackson Boulevard) and Smith Lane.
2017-21 128783.00	A-13	Elizabethton ADA Transition Plan (Elizabethton)	The City of Elizabethton will complete an ADA Transition Plan that will improve accessibility to those with disabilities to comply with ADA requirements.
2006-10 043975.01	E-1	SR 91 Extension (Elizabethton)	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.

## 8 Illustrative Projects

**Table 12** on the next page provides a listing of illustrative projects, which are un-funded transportation improvement projects within the Johnson City MPA area. These projects are not financially affordable, given the current assumptions on availability of future transportation funds over the four-year TIP period. As funding becomes available, these projects will need to be amended into the financially constrained portion of the FY 2020-2023 TIP in order to be funded.

The first project is the Knob Creek Extension project. At this time, the anticipated level of federal STBG-M funds in the next four years will not be enough to fully fund the construction phase for the Knob Creek Extension project. Therefore, it will not be programmed into the TIP and will remain an illustrative project to meet the fiscal constraints requirements. It should be noted this project has been included in several previous TIPs dating back to 2003. While the Right-of-Way phase is anticipated to be completed by late 2019, additional funding sources for construction must be identified by the project lead, the city of Johnson City, to provide the necessary local match and additional funds for construction of this project. Once all funding sources are identified to fully fund the construction phase, it is anticipated the city of Johnson City will request to advance this project into the active years of the TIP through an amendment.

The second project is the Jonesborough Parkway project. The MTPO staff submitted a request to TDOT in 2018 for a needs assessment planning study on this proposed new corridor in Jonesborough. This project has been included in the last three long-range metropolitan transportation plans. As of now, this project has not been advanced for a study. It remains a high priority to address increased traffic congestion for the Jonesborough area on US 11E / State Route 34 and provide better access to I-26 and north Johnson City.

**Table 12**

**Illustrative Un-Funded Projects**

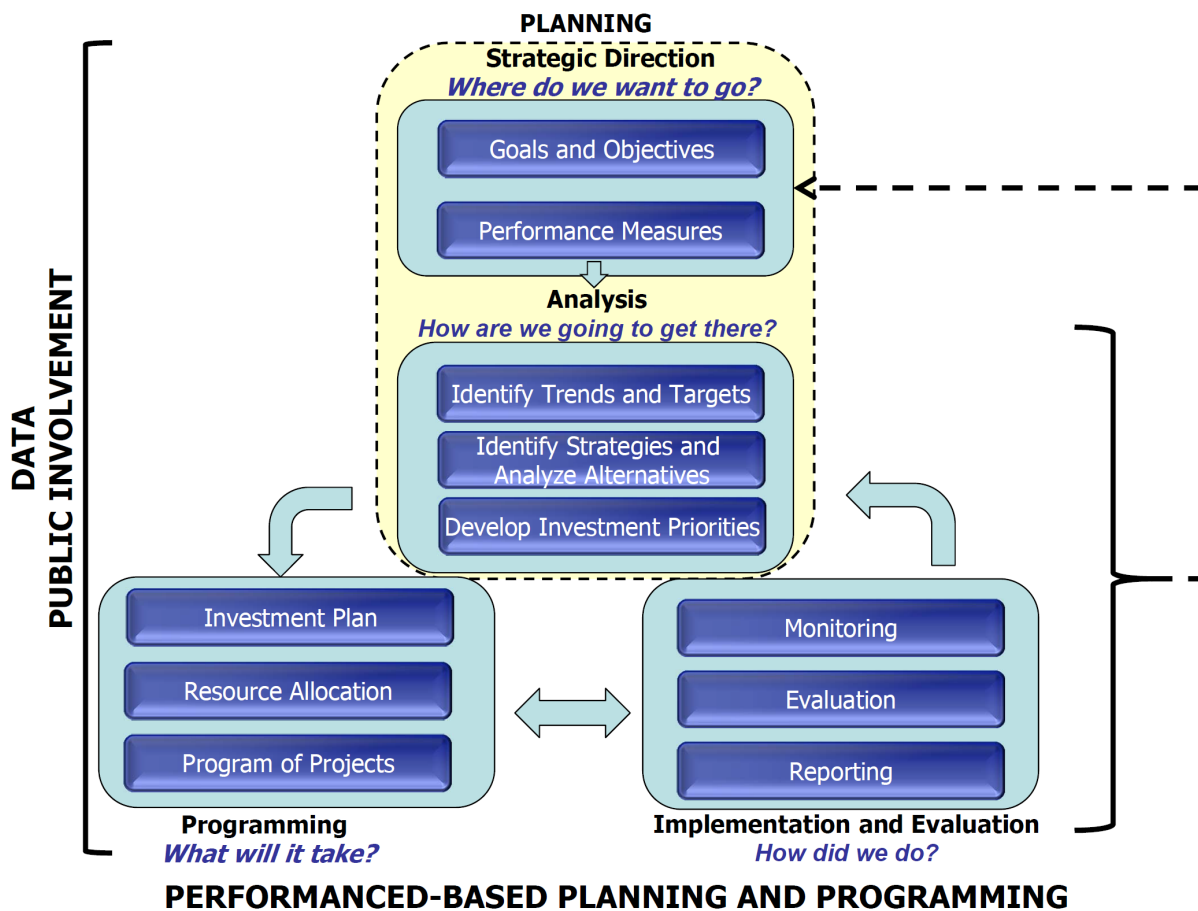
Project Name	From	To	Length Miles	Type of Improvement	Project Description	Phase	Estimated Cost
<b>Knob Creek Rd Extension</b>	West of Mizpah Hills Dr	Market Place Blvd	0.939	Reconstruction	Construct a new 5-lane road with overpass crossing CSX RR	CONST	\$31,201,810
<b>Jonesborough Parkway</b>	SR-354 (Boones Creek Rd)	SR-34/US 11E at Persimmon Ridge Rd	2.7	New Road	Construct a new 3-lane roadway	All Phases	Estimate Needed

## 9 Performance Measures and Targets

### 9.1 What is Performance-Based Planning and Programming?

This section of the TIP outlines performance measures (PM) 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, Johnson City Transit System (JCT) and Northeast Tennessee Rural Public Transportation (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 in this section. **Figure 4** below, provided by FHWA in the Performance-Based Planning and Programming Guidebook, is a guide for how the performance-based planning process affects programming of projects into the TIP.

**Figure 4**



## 9.2 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. **Table 13** below and **14** on the next few pages 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, and their status of establishment by TDOT and the Johnson City MTPO.

**Table 13 (PM1)**

<b>Transportation National Goals, Performance Measures and Targets</b>				
<b>National Goal</b>	<b>Performance Measure</b>	<b>Baseline (2015-2019)<sup>1</sup></b>	<b>Performance Target for 2016-2020<sup>2</sup></b>	<b>Status for TDOT/MTPO</b>
<b>Safety</b>	Total number of traffic-related fatalities on all public roads	1,006.2	1,043.4	Targets established by TDOT on August 31, 2019 and by Johnson City MTPO on December 20, 2019
	Rate of traffic-related fatalities on all public roads per 100 million VMT <sup>3</sup>	1.256	1.294	
	Total number of traffic-related serious injuries on all public roads	6,352.4	6,988.8	
	Rate of traffic-related serious injuries on all public roads per 100 million VMT	7.690	9.016	
	Total number of non-motorized fatalities and serious injuries on all public roads	527.2	499.0	

<sup>1</sup> The baseline is based on preliminary figures from early 2019. FHWA will determine the final figures in early 2020.

<sup>2</sup> 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.

<sup>3</sup> VMT – Vehicle Miles Traveled

**Table 14 (PM2 and PM3)**

<b>National Goal</b>	<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Performance Target</b>	<b>4-Year Performance Target</b>	<b>Status for TDOT/MTPO</b>
<b>Infrastructure Condition - Pavement</b>	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%	40.0%	
	Percentage of the non-interstate National Highway System in Poor condition	3.24%	4.0%	4.0%	
<b>Infrastructure Condition - Bridge</b>	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%	
<b>Congestion Reduction</b>	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	Targets established by TDOT on May 20, 2018; Johnson City MTPO – not applicable
	Percentage of Non-Single Occupancy Vehicle (SOV) Travel				
<b>System Reliability</b>	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
<b><i>Freight Movement &amp; Economic Vitality</i></b>	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
<b><i>Environmental Sustainability</i></b>	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	Targets established by TDOT on May 20, 2018; Johnson City MTPO – not applicable

### 9.3 Transit National Goals with Performance Measures and Targets

FTA has also established performance measures and targets for the public transportation providers for a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle, along with requirements for safety management systems. The regional targets for Transit Asset Management are shown in **Table 15** on the next page. The final transit safety targets will be added in late 2020, once public transportation providers complete their Public Transportation Agency Safety Plans, and will include targets for the national safety performance measures shown in **Table 16** on page 41.

**Table 15**

<b>Transit National Goals, Performance Measures and Targets</b>				
<b>National Goal</b>	<b>Performance Measure</b>	<b>Baseline (June 2019)</b>	<b>Performance Target (June 2020)</b>	<b>Status for Public Transportation Providers / MTPO</b>
<b>Transit Asset Management</b>	<b>Rolling Stock:</b> The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	Bus - 0% Cutaway - 84% Minivan - 3% Vans - <25%	Bus - 0% Cutaway - <75% Minivan - 3% Vans - <25%	Public transportation providers established targets on June 21, 2019; Johnson City MTPO established targets on August 28, 2019
	<b>Equipment:</b> The percentage of non-revenue service vehicles (by type) that exceed the ULB	Service Vehicles - 40%	Service Vehicles - <40%	
	<b>Facilities:</b> 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%	
	<b>Infrastructure:</b> 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

Table 16

<b>Transit National Goals, Performance Measures and Targets</b>				
<b>National Goal</b>	<b>Performance Measure</b>	<b>Baseline</b>	<b>Performance Target</b>	<b>Status for Public Transportation Providers / MTPO</b>
<b>Improving the transit industry's safety performance</b>	<b>Fatalities:</b> Total number of reportable fatalities and rate per total vehicle revenue miles by mode	TBD	TBD	Public transportation providers to establish targets by July 20, 2020; Johnson City MTPO to establish targets by January 20, 2021
	<b>Injuries:</b> Total number of reportable injuries and rate per total vehicle revenue miles by mode	TBD	TBD	
	<b>Safety Events:</b> Total number of reportable events and rate per total vehicle revenue miles by mode	TBD	TBD	
	<b>System Reliability:</b> Mean distance between major mechanical failures by mode	TBD	TBD	

#### 9.4 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. Current projects in the TIP are carryover projects from previous TIPs. This is due to fiscal constraint and cost escalation. The MTPO does not have enough resources, federal or other, at this time to fund all the existing projects. Nevertheless, projects were scored and prioritized. The project selection criteria were largely the same as previous TIPs; however, many can be shown to support performance targets. Table 17 on the next page shows the linkage of project selection criteria to the performance targets.

Table 17

<i>Linkage of Performance Measures to Project Selection Criteria</i>	
<b>Performance Measure</b>	<b>Project Selection Criteria</b>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Promotes/ improves safety</li> </ul>
<b>Pavement / Bridge Condition</b>	(Please note: None of the jurisdictions in the Johnson City MTPO MPA maintains or manages projects on the interstate or NHS routes – TDOT does)
<b>Congestion Reduction</b>	<ul style="list-style-type: none"> <li>Reduces/manages congestion in travel demand model;</li> <li>Improves traffic operations;</li> <li>Alternative mode (bike, pedestrian, and other modes);</li> <li>ITS project</li> </ul> (Please note: the Johnson City MTPO MPA is an attainment area and is not eligible for CMAQ funding)
<b>System Reliability</b>	(Please note: None of the jurisdictions in the Johnson City MTPO MPA maintains or manages projects on the interstate or NHS routes – TDOT does)
<b>Freight Movement &amp; Economic Vitality</b>	<ul style="list-style-type: none"> <li>Improves facility for freight movement (air, rail, distribution);</li> <li>Enhances economic development investments</li> </ul> (Please note: None of the jurisdictions in the Johnson City MTPO MPA maintains or manages projects on the interstate or NHS routes – TDOT does)
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>Promotes positive affect on air quality</li> </ul> (Please note: the Johnson City MTPO MPA is an attainment area and is not eligible for CMAQ funding)
<b>Transit Asset Management</b>	<ul style="list-style-type: none"> <li>Transit capital improvement</li> </ul>

The projects in the TIP were requested in the past by local jurisdictions based on their needs and concern for safety and improved transportation performance. These requests included traffic signals, bridge repair, and congestion relief through widening or alternate routings. The anticipated effect of these projects in the TIP toward achieving the performance targets set by TDOT and supported by the Johnson City MTPO mentioned in this section can be expected to positively contribute to the overall progress of meeting the state’s targets, albeit a small impact. The one exception to this was the request by one of the member jurisdictions to fund an ADA Transition plan with STBG funds. While this is not a project in the construction sense, the plan will serve as a guide for implementing projects that safely meet the needs of persons and family members with disabilities. Since the project is using STBG funds, it will be kept in the TIP for fiscal constraint and tracking by the MTPO; however, it will also be included in and cross-referenced in the UPWP, as it is a plan.

The Johnson City MTPO reviewed all the projects in the TIP for inclusion and compliance with the MTPO’s adopted 2045 MTP, which included the National Goals for Performance-Based Planning. The Johnson City MTP was adopted on February 22, 2018, before the Performance Measures became effective on May 27, 2018. As such, the linkage of the TIP to the National Goals for Performance-Based Planning and Programming that were available at the time of adoption and the Johnson City MTPO will be incorporating

the performance measures in the next cycle of the MTP update, which is programmed in the FY 2020-2021 UPWP to begin in the spring of 2021.

**Table 18** below 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 MTP goals and corresponding objectives support achievement of each of the seven (7) national goals and each of the ten (10) federal planning factors.

**Table 18**

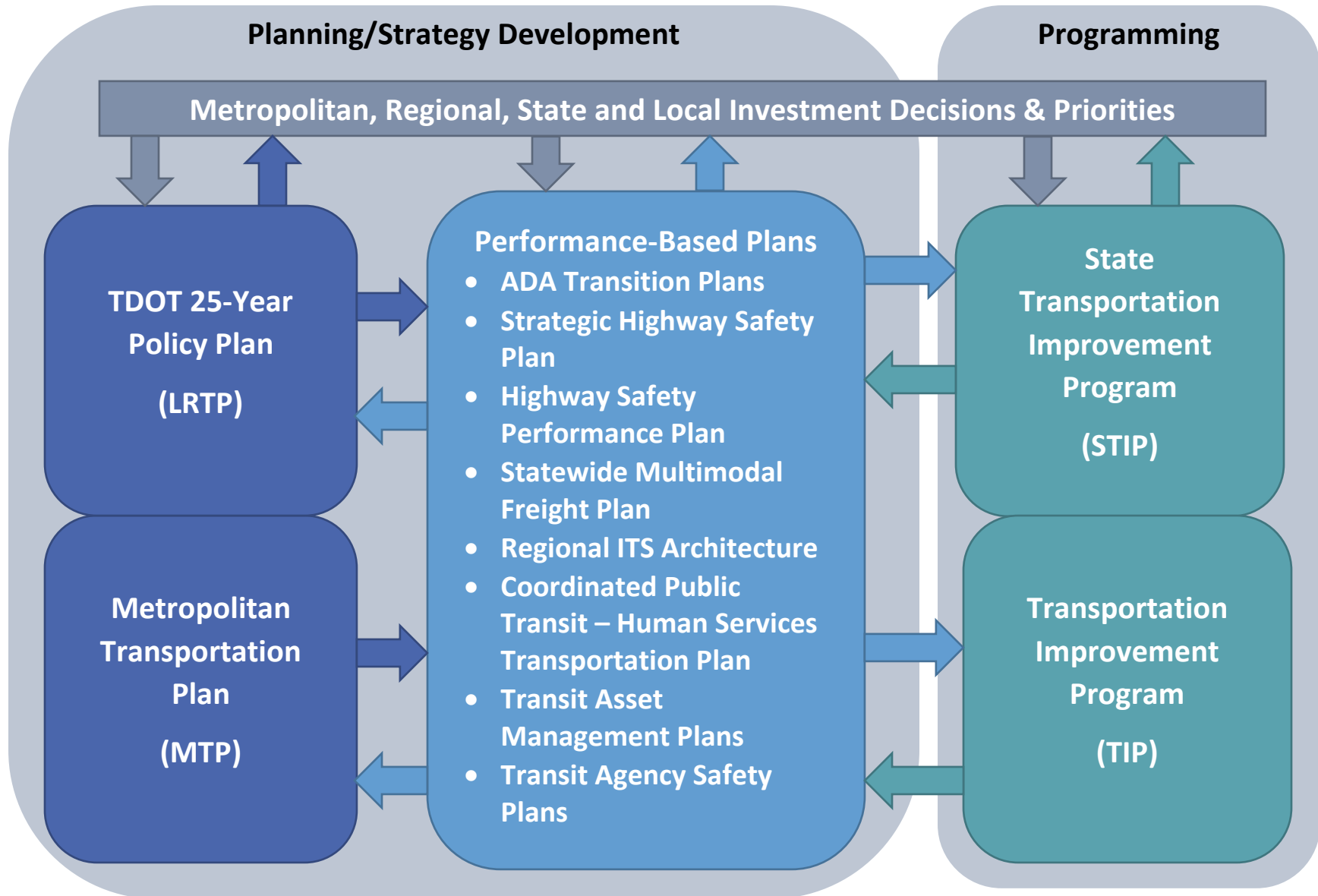
<b>Linking MTP Goals to National Goals</b>			
<b>2045 MTP Goals</b>	<b>2045 MTP Objectives</b>	<b>FAST Act</b>	
		<b>Federal Planning Factors</b>	<b>National Goals</b>
<b>Goal #1: Improve Safety and Security throughout the Transportation System of the MTP Area</b>	<b>Objective:</b> Encourage partnerships with other transportation and non-transportation agencies to enhance transportation safety and security	Increase the <b>safety</b> of the transportation system for motorized and non-motorized users.	<b>Safety</b> - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
	<b>Objective:</b> Reduce secondary traffic accidents		
	<b>Objective:</b> 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 <b>security</b> of the transportation system for motorized and non-motorized users.	
<b>Goal # 2: Reduce Traffic Congestion along Major Routes of the MTP Area</b>	<b>Objective:</b> Reduce travel delays between major areas of attractions in the MTP study area	Increase <b>accessibility</b> and <b>mobility</b> of people and freight.  Promote efficient <b>system management and operation.</b>	<b>Congestion reduction</b> - Achieve a significant reduction in congestion on the National Highway System.
	<b>Objective:</b> 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		
	<b>Objective:</b> Increase transit and other transportation demand management opportunities		<b>System reliability</b> - Improve the efficiency of the surface transportation system.
	<b>Objective:</b> Enhance the flow of raw materials and manufactured products		

<p><b>Goal # 3: Promote Economic Growth and Livability by Enhancing the Transportation System for the MTPo Area</b></p>	<p><b>Objective:</b> Maintain what we have – take a “state of good repair” approach to our community’s transportation assets</p>	<p>Emphasize the <b>preservation</b> of the existing transportation system.</p> <p>Improve the <b>resiliency</b> of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p> <p>Protect and enhance the <b>environment</b>, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><b>Infrastructure condition</b> - Maintain the highway infrastructure asset system in a state of good repair.</p> <p><b>Environmental sustainability</b> - Enhance the performance of the transportation system while protecting and enhancing the natural environment.</p>
	<p><b>Objective:</b> 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</p>		
	<p><b>Objective:</b> Promote alternative forms of transportation (such as walking, biking, and transit) where possible</p>		
	<p><b>Objective:</b> 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</p>		
<p><b>Goal # 4: Enhance Regional Access to and from the MTPo Area</b></p>	<p><b>Objective:</b> Maintain and improve access to regional areas outside of the MTPo study area</p>	<p>Enhance the <b>integration</b> and <b>connectivity</b> of the transportation system, across and between modes, for people and freight.</p> <p>Enhance <b>travel</b> and <b>tourism</b></p> <p>Support the <b>economic vitality</b> of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p>	<p><b>Freight movement and economic vitality</b> - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p> <p><i>(continued on the next page)</i></p>
	<p><b>Objective:</b> 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</p>		
	<p><b>Objective:</b> Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives</p>		

			<p><b>Reduced project delivery delays -</b>  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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**Figure 5** on the next page demonstrates the linkage of other state and MTPO performance-based plans that provide information for the planning of investment priorities and programming of projects into the TIP. This diagram was based on a model provided in the FHWA Transportation Performance Management Toolbox, which was adapted from the Minnesota Department of Transportation’s Family of Plans.

**Figure 5**  
**Linkage of Investment Priorities to Programming Process**





# 10 Individual Project Sheets for the FYs 2020 – 2023 TIP

The following sections constitute the program of projects to be included in the FYs 2020-2023 TIP.

**Figure 6** on the next page demonstrates how to read the TIP project pages.

An interactive version of the FYs 2020-2023 TIP, with a map and database, is available online at

<http://jcmpotip.johnsoncitytn.org/proposed>.

**Johnson City** MTPO

Metropolitan Transportation Planning Organization

[Login](#) | [Create Account](#)

[Help with terms used on the site](#)

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Fiscal Years 2020-2023 Transportation Improvement Program

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/ Signalization/ Signal Upgrades

Interstate & Interchange

New Road/ Road Widening/ Repair

Other- Historic Preservation

Public Transportation/ Transit

Road Reconstruction/ Safety Upgrade

**Funding Source:** [Clear](#) [Show All](#)

Local Bond

Local Matching Funds

MPO Surface Transportation Block Grant Program

National Highway System Programs

Other Federal Highway Funds

Other Federal Transit Funds

Other State Programs

Small Urban Transit

State Matching Funds

TDOE Surface Transportation Block Grant Program

Transportation Alternatives

Map

Satellite

Map data ©2019 Google 2 km

**Instructions**

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

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

TIP ID #	Project	Type	Location
2014-01	Elk Avenue Bridge Repair	Bridge	Carter County
2017-01	SR 67/91/US 321 at SR 37/US 19E Traffic Signal Upgrade	Signal Upgrades	Carter County
2017-02	SR 34 at Industrial Park Rd Traffic Signal Upgrade	Signal Upgrades	Sullivan County
2017-14	Traffic Signal for State of Franklin Rd and Harris Drive	Signalization	Washington County
90400	Surface Transportation Block Grant Program (STBG)	Road Upgrades	Multi-County

**Figure 6: How to Read a TIP Project Page**

JOHNSON CITY MTPO

## Fiscal Years 2020-2023 Transportation Improvement Program

County and/or City in which the project will be implemented

Length of the project (in miles)

Project Number assigned by TDOT (if available)

TIP Number assigned by Johnson City MTPO or TDOT

The agency responsible for the project (local jurisdiction or TDOT)

---

If the project triggers air quality conformity (our area is in attainment)

Page Number in 2045 MTP

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

Total Cost of completing the project, including all the phases of the project (some phases in the past)

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	PE- Design	STBG-M	\$45,000.00	\$36,000.00	\$0.00	\$9,000.00
2020	Construction	STBG-M	\$600,000.00	\$480,000.00	\$0.00	\$120,000.00
TOTAL			\$645,000.00	\$516,000.00	\$0.00	\$129,000.00

Federal Fiscal Year (ex- FFY 2020 is October 1, 2019-September 30, 2020)

Type of funding programmed to the project

Total (federal, state, & local) Funds programmed to the project

Federal Funds programmed to the project

State Funds programmed to the project

Local Funds programmed to the project

---

**REVISION HISTORY**

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**PROJECT NOTES**

Phase of the project being funded (PE, ROW, or CONST)

Administrative Modification/ Amendment Number assigned by Johnson City MTPO and date submitted by the MTPO staff or approved by the Executive Board

Notes related to general information about the project or past phases

Elk Avenue Bridge Repair 1:3,000

Location Map provides a guide of where the project is in relation to the state, county and/or city

Section A: Surface Transportation Block Grant Program – MPO  
Projects (STBG-M)

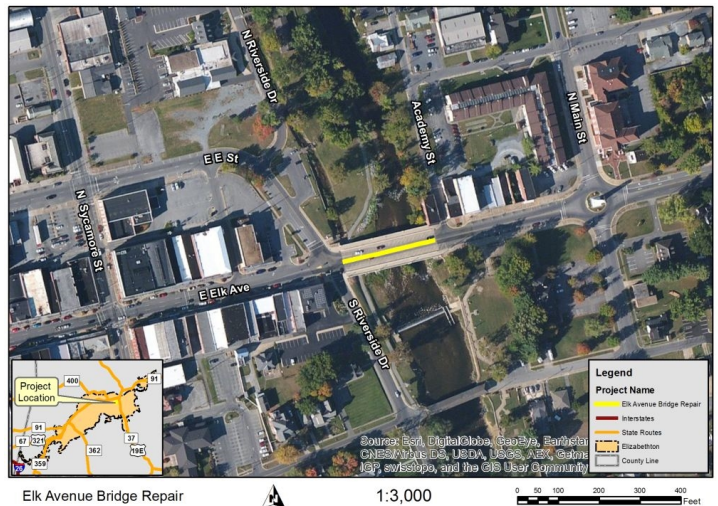
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Elk Avenue Bridge Repair</b>			<b>TIP #</b>	2014-01
<b>Improvement Type</b>	Bridge Replacement			<b>Lead Agency</b>	Elizabethton
<b>County</b>	Carter County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	Bridge, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	125528.00	<b>Project Cost</b>	\$1,506,073.00
<b>Route</b>	Elk Avenue				
<b>Location</b>	Elk Avenue Bridge over Doe River				
<b>Project Description</b>	Repair and rehab the bridge due to deterioration.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	PE- Design	STBG-M	\$75,000.00	\$60,000.00	\$0.00	\$15,000.00
2020	Construction	STBG-M	\$892,396.00	\$713,917.00	\$0.00	\$178,479.00
2021	Construction	STBG-M	\$445,677.00	\$356,542.00	\$0.00	\$89,135.00
2021	PE- NEPA	STBG-M	\$78,000.00	\$62,400.00	\$0.00	\$15,600.00
<b>TOTAL</b>			\$1,491,073.00	\$1,192,859.00	\$0.00	\$298,214.00

## REVISION HISTORY

3/23/2020	Adjust# 3	Modified to increase PE by \$30,000 to \$75,000 total and CONST by \$110,000 to \$710,000 total in FY 2020.
6/29/2020	Adjust# 6	Modified to add an additional \$182,396 total (\$145,917 Federal and \$36,479 Local) for CONST in FY 2020.
1/22/2021	Adjust# 13	Modified to add an additional \$445,677 total (\$356,542 Federal and \$89,135 Local) for CONST in FY 2021.
2/24/2021	Adjust# 16	Modified to add an additional \$78,000 total (\$62,400 federal and \$15,600 local) to the PE-NEPA phase in FY 2021, which was previously obligated in 2017.



## PROJECT NOTES

PE-N and CONST in the amount of \$155,516 Federal was obligated on 9/9/2020.

PE-D and CONST in the amount of \$582,400 Federal was obligated on 4/9/2020.

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PE-D in the amount of \$36,000 Federal was obligated on 2/14/2020.

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PE-N in the amount of \$12,000 Federal was obligated on 3/31/2017.

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# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	SR 67/91/US 321 at SR 37/US 19E Traffic Signal Upgrade			<b>TIP #</b>	2017-01
<b>Improvement Type</b>	Signal Upgrades			<b>Lead Agency</b>	Elizabethton
<b>County</b>	Carter County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	127849.00	<b>Project Cost</b>	\$772,000.00
<b>Route</b>	SR-37 (US-19E), SR-67 (SR-91/US-321/ Broad Street)				
<b>Location</b>	SR-37 (US-19E), Intersection at SR-67 (SR-91/US-321/ Broad Street), LM 22.00 in Elizabethton, Carter Co.				
<b>Project Description</b>	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
2020	PE- Design	STBG-M	\$24,000.00	\$24,000.00	\$0.00	\$0.00
2021	Construction	STBG-M	\$712,000.00	\$712,000.00	\$0.00	\$0.00
<b>TOTAL</b>			<b>\$736,000.00</b>	<b>\$736,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

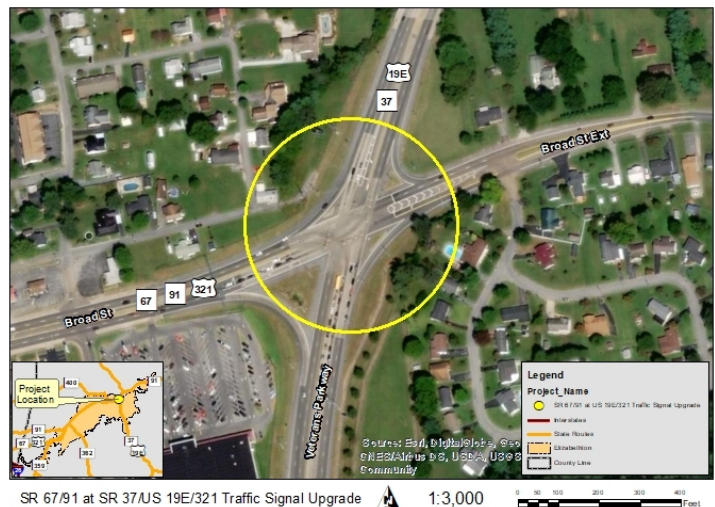
## REVISION HISTORY

5/3/2021	Adjust# 19	Modified to add an additional \$112,000 (100% Federal) to Construction phase, and move it to FY 2021, for a new total of \$712,000.
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## PROJECT NOTES

PE-N/PE-D in the amount of \$24,000 Federal was obligated 5/19/2020.

PE-N in the amount of \$36,000 Federal was obligated 11/16/2018.



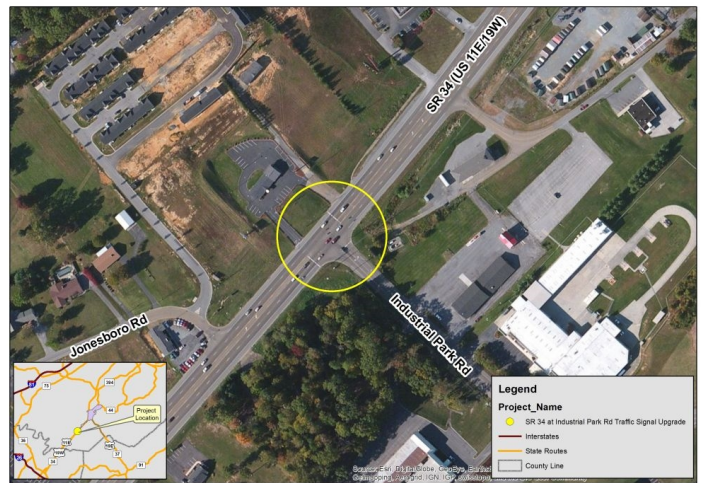
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>SR 34 at Industrial Park Rd Traffic Signal Upgrade</b>		<b>TIP #</b>	2017-02
<b>Improvement Type</b>	Signal Upgrades		<b>Lead Agency</b>	Bluff City
<b>County</b>	Sullivan County	<b>Length</b>	0.00	<b>Regional Plan ID</b> TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	127426.00	<b>Project Cost</b> \$625,000.00
<b>Route</b>	SR034 (Bristol Hwy)			
<b>Location</b>	Intersection of SR034 (US 11E/19W) at Industrial Park Rd			
<b>Project Description</b>	Upgrade and install traffic signal at intersection of SR-34 (US-11E/19W) and Industrial Park Road 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
2020	PE- Design	STBG-M	\$8,000.00	\$8,000.00	\$0.00	\$0.00
2021	Construction	STBG-M	\$533,000.00	\$533,000.00	\$0.00	\$0.00
2021	PE- NEPA	STBG-M	\$67,000.00	\$67,000.00	\$0.00	\$0.00
2021	PE- Design	STBG-M	\$5,000.00	\$5,000.00	\$0.00	\$0.00
<b>TOTAL</b>			\$613,000.00	\$613,000.00	\$0.00	\$0.00

## REVISION HISTORY

12/8/2020	Amend# 1	Amended to move the CONST Phase from FY 2020 to FY 2021 and add an additional \$235,000 (Federal), for a new total of \$415,000.
12/15/2020	Adjust# 12	Modified to add an additional \$67,000 for PE-NEPA phase in FY 2021 (100% federal). Also, modified to add an additional \$5,000 for PE-Design phase in FY 2021 (100% federal). Please see notes for previous PE obligations.
2/23/2021	Adjust# 15	Modified to add an additional \$92,000 total (100% federal) to the CONST Phase in FY 2021.
4/6/2021	Adjust# 17	Modified to add an additional \$26,000 for CONST in FY 2021.



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

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**PROJECT NOTES**

PE-N, PE-D and CONST in the amount of \$472,000 Federal was obligated 12/22/2020.

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PE-D in the amount of \$8,000 Federal was obligated 12/2/2019.

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PE-N in the amount of \$12,000 Federal was obligated 7/23/2018.

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# Fiscal Years 2020-2023 Transportation Improvement Program

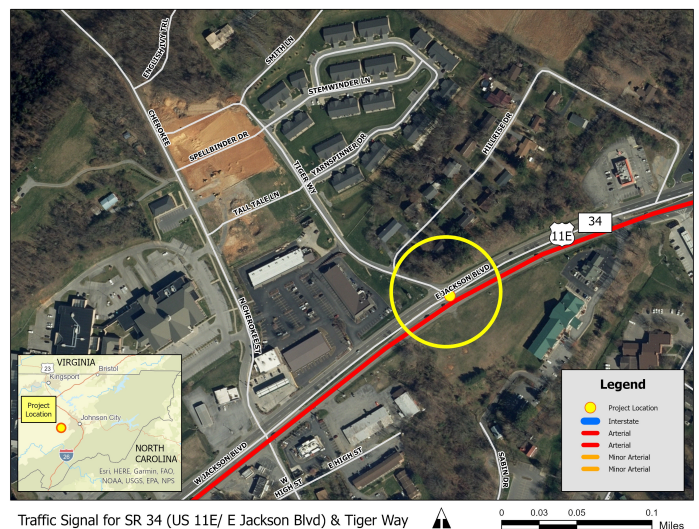
<b>Project Name</b>	Traffic Signal for SR 34 (US 11E/ E Jackson Blvd) & Tiger Way		<b>TIP #</b>	2017-16
<b>Improvement Type</b>	Signalization		<b>Lead Agency</b>	Jonesborough
<b>County</b>	Washington County	<b>Length</b>	0.00	<b>Regional Plan ID</b> TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	130739.00	<b>Project Cost</b> \$415,000.00
<b>Route</b>	SR034			
<b>Location</b>	Intersection of SR 34 (US 11E/ East Jackson Boulevard) and Tiger Way			
<b>Project Description</b>	Installation of a traffic signal at the intersection of State Route 34 (US 11E/East Jackson Boulevard) and Tiger Way 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
2020	PE- NEPA	STBG-M	\$15,600.00	\$15,600.00	\$0.00	\$0.00
2022	PE- NEPA	STBG-M	\$9,400.00	\$9,400.00	\$0.00	\$0.00
2022	PE- Design	STBG-M	\$25,000.00	\$25,000.00	\$0.00	\$0.00
2022	Right-of-Way	STBG-M	\$15,000.00	\$15,000.00	\$0.00	\$0.00
2022	Construction	STBG-M	\$350,000.00	\$350,000.00	\$0.00	\$0.00
<b>TOTAL</b>			<b>\$415,000.00</b>	<b>\$415,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## REVISION HISTORY

1/25/2022 Adjust# 24

Modified to update road name from Smith Lane to Tiger Way (per Jonesborough Board of Mayor and Aldermen vote on June 8, 2020); add an additional \$9,400 to PE-NEPA in FY 2022; move PE-Design to FY 2022 and add an additional \$14,600 for a new phase total of \$25,000; move Right-of-Way to FY 2022; move Construction to FY 2022 and add an additional \$91,000 for a new phase total of \$350,000. The total project cost will increase an additional \$115,000 to \$415,000.



## PROJECT NOTES

PE-N in the amount of \$15,600 Federal was obligated on 8/3/2021.

# Fiscal Years 2020-2023 Transportation Improvement Program

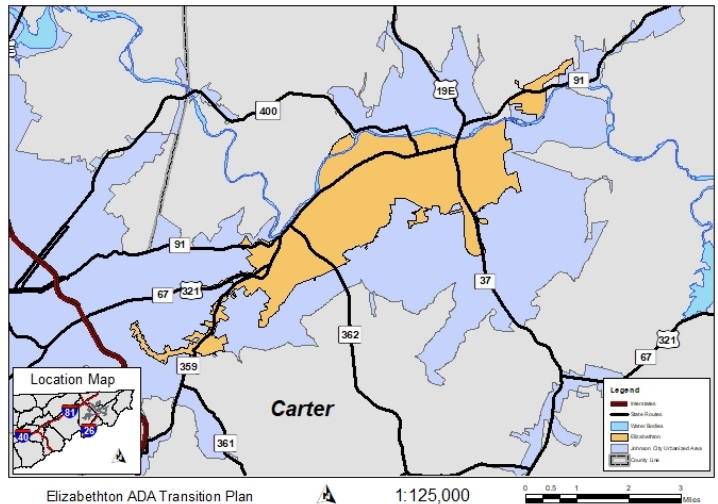
<b>Project Name</b>	<b>Elizabethton ADA Transition Plan</b>		<b>TIP #</b>	2017-21	
<b>Improvement Type</b>	Planning		<b>Lead Agency</b>	Elizabethton	
<b>County</b>	Carter County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	128783.00	<b>Project Cost</b>	\$175,000.00
<b>Route</b>	N/A				
<b>Location</b>	N/A				
<b>Project Description</b>	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
2020	Planning	STBG-M	\$175,000.00	\$140,000.00	\$0.00	\$35,000.00
<b>TOTAL</b>			\$175,000.00	\$140,000.00	\$0.00	\$35,000.00

## REVISION HISTORY

9/15/2020	Adjust# 11	Modified to add an additional \$20,000 (\$16,000 Federal and \$4,000 Local) to the Planning phase of the Elizabethton ADA Transition Plan to assist with additional sidewalk evaluations.
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## PROJECT NOTES



# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Downtown Johnson City Crosswalk Safety Project</b>		<b>TIP #</b>	2022-01
<b>Improvement Type</b>	Safety		<b>Lead Agency</b>	Johnson City
<b>County</b>	Washington County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Section 4-3, page 4-29
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	133219.00	<b>Project Cost</b> \$1,000,000.00
<b>Route</b>				
<b>Location</b>	Various Intersections in downtown Johnson City			
<b>Project Description</b>	Improve safety by upgrading lighting at downtown Johnson City crosswalks and correcting Americans with Disabilities Act issues, including meeting Public Right-of-Way Accessibility Guidelines at crosswalks.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2023	PE- NEPA	CRRSAA-HIP	\$75,000.00	\$75,000.00	\$0.00	\$0.00
2023	PE- Design	STBG-M	\$75,000.00	\$75,000.00	\$0.00	\$0.00
2023	Construction	STBG-M	\$548,197.00	\$548,197.00	\$0.00	\$0.00
2023	Construction	STBG-M	\$301,803.00	\$241,442.00	\$0.00	\$60,361.00
<b>TOTAL</b>			<b>\$1,000,000.00</b>	<b>\$939,639.00</b>	<b>\$0.00</b>	<b>\$60,361.00</b>

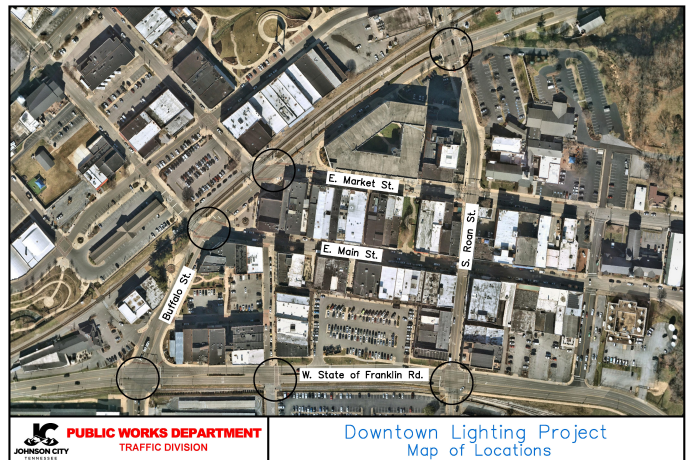
## REVISION HISTORY

12/8/2021	Amend# 4	Amended to add a new project to improve pedestrian safety at crosswalks in downtown Johnson City for a total of \$1,000,000 in Fiscal Year 2022
6/2/2023	Adjust# 31	Modified to remove \$623,197 in CRRSAA-HIP funds (100% Federal) and add \$623,197 in STBG-M funds (100% Federal) and move all phases to Fiscal Year 2023.

## PROJECT NOTES

This project is subject to the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, and all applicable regulations and guidance.

Locations proposed for upgrades are: West State of Franklin Rd and South Roan St; West State of Franklin Rd and Spring St; West State of Franklin Rd and Buffalo St; Buffalo St and East Main St; Buffalo St and East Market St; and Buffalo St and South Roan St.



# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Johnson City Traffic Signal Grouping</b>			<b>TIP #</b>	2022-02
<b>Improvement Type</b>	Signalization			<b>Lead Agency</b>	Johnson City
<b>County</b>	Washington County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b>	\$2,375,000.00
<b>Route</b>					
<b>Location</b>					
<b>Project Description</b>	Installation of traffic signals at various intersections in Johnson City to improve safety and congestion, such as mast arms, emergency pre-emption devices, CCTV, advanced signal controls, etc.				

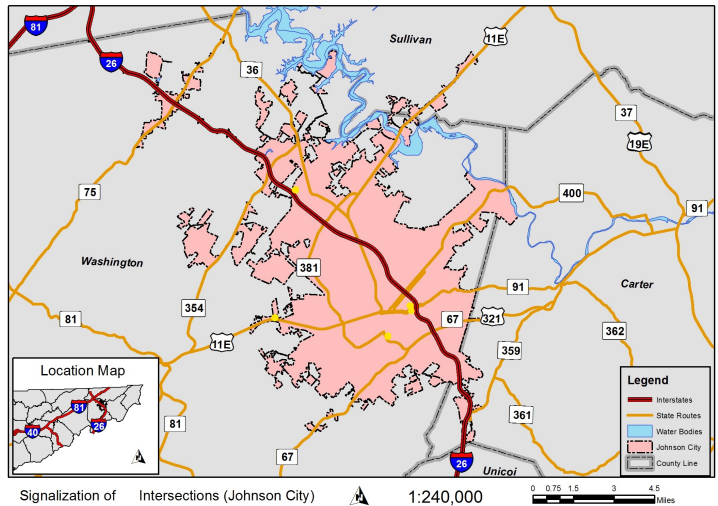
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2022	PE, Right-of-Way, Construction	STBG-M	\$2,375,000.00	\$2,375,000.00	\$0.00	\$0.00
<b>TOTAL</b>			<b>\$2,375,000.00</b>	<b>\$2,375,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## REVISION HISTORY

12/8/2021	Amend# 5	Amended to add a new project to install traffic signals in various locations in Johnson City to increase safety for a total of \$2,375,000 in Fiscal Year 2022
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## PROJECT NOTES

Locations proposed are: S Roan St and E Market St; S Roan St and E Main St; W Pine St and University Pkwy; Carroll Creek Rd and Browns Mill Rd; and W Market St and Indian Ridge Rd.



Section B: Surface Transportation Block Grant Program – State  
Projects (STBG-S)

# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>State Route (SR) 91 Extension</b>		<b>TIP #</b>	2010010
<b>Improvement Type</b>	Reconstruction		<b>Lead Agency</b>	TDOT
<b>County</b>	Carter County	<b>Length</b>	4.00	<b>Regional Plan ID</b> E+C, page 4-6
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	043975.01	<b>Project Cost</b> \$12,983,549.00
<b>Route</b>	SR 91			
<b>Location</b>	SR091 (Elk Ave) from near SR-67 (US-321) to near SR-37 (US-19E) (IA)			
<b>Project Description</b>	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
2020	Construction	HPP	\$2,665,549.00	\$2,132,439.00	\$533,110.00	\$0.00
2020	Construction	STBG-S	\$3,234,451.00	\$2,587,561.00	\$646,890.00	\$0.00
2022	Construction	STBG-S	\$1,500,000.00	\$1,200,000.00	\$300,000.00	\$0.00
<b>TOTAL</b>			<b>\$7,400,000.00</b>	<b>\$5,920,000.00</b>	<b>\$1,480,000.00</b>	<b>\$0.00</b>

## REVISION HISTORY

8/4/2020	Adjust# 9	Modified for TDOT to replace \$2,665,549 of the STBG funds for CONST in FY 2020 with HPP funds. The final Construction phase or total project amount has not changed.
12/2/2021	Adjust# 22	Modified because TDOT is adding \$1,500,000 of STBG funds in FY 2022 for CONST. Total project cost is increased to \$12,983,549.

## 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.



# Fiscal Years 2020-2023 Transportation Improvement Program

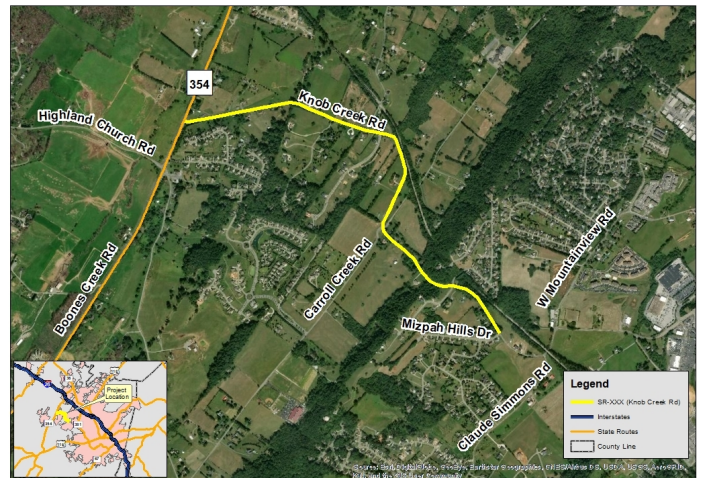
<b>Project Name</b>	<b>SR-XXX (Knob Creek Rd)</b>		<b>TIP #</b>	2090015
<b>Improvement Type</b>	Reconstruction		<b>Lead Agency</b>	TDOT
<b>County</b>	Washington County	<b>Length</b>	2.00	<b>Regional Plan ID</b> Pg 5-14, No. 17
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	124790.00	<b>Project Cost</b> \$41,400,000.00
<b>Route</b>	SR-XXX (LR6040)			
<b>Location</b>	(Knob Creek Rd), From SR-354 (Boones Creek Rd) to Mizpah Hills Dr (IA)			
<b>Project Description</b>	Reconstruct 2 lane roadway addressing geometric issues			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2023	PE- NEPA	STBG-S	\$1,610,000.00	\$1,288,000.00	\$322,000.00	\$0.00
2023	PE- Design	STBG-S	\$690,000.00	\$552,000.00	\$138,000.00	\$0.00
<b>TOTAL</b>			<b>\$2,300,000.00</b>	<b>\$1,840,000.00</b>	<b>\$460,000.00</b>	<b>\$0.00</b>

## REVISION HISTORY

8/11/2020	Adjust# 10	Modified for TDOT to move PE-N and PE-D from FY 2022 to FY 2023.
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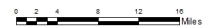
## PROJECT NOTES



SR-XXX (Knob Creek Rd)



1:16,687



# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Traffic Signal for State of Franklin Rd and Harris Drive</b>			<b>TIP #</b>	2017-14
<b>Improvement Type</b>	Signalization			<b>Lead Agency</b>	TDOT
<b>County</b>	Washington County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	125177.00	<b>Project Cost</b>	\$475,000.00
<b>Route</b>	SR381				
<b>Location</b>	Intersection of SR381 (State of Franklin Rd) at Harris Drive				
<b>Project Description</b>	Installation of a traffic signal at the intersection of SR381 (State of Franklin Road) and Harris Drive to improve safety and congestion, such as mast arms, emergency pre-emption devices, CCTV, advanced signal controls, etc.				

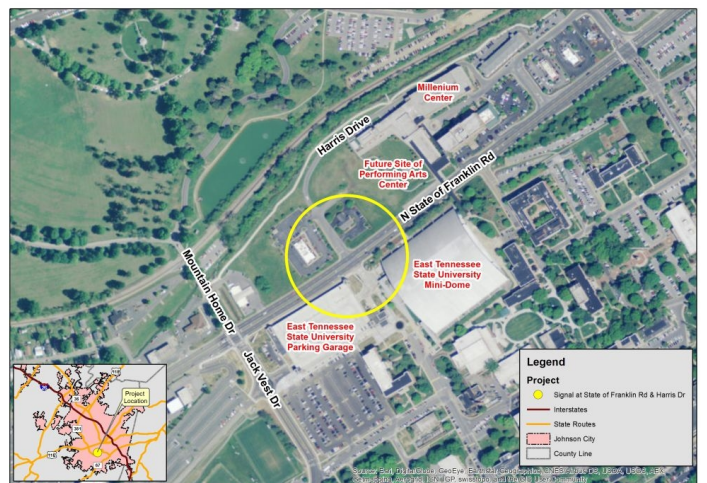
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	Construction	STBG-M	\$270,000.00	\$270,000.00	\$0.00	\$0.00
2020	Construction	STBG-S	\$150,000.00	\$150,000.00	\$0.00	\$0.00
<b>TOTAL</b>			\$420,000.00	\$420,000.00	\$0.00	\$0.00

## REVISION HISTORY

12/30/2019 Adjust# 1	Modified to add an additional \$120,000 in STBG-M funds for Construction.
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## PROJECT NOTES

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



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



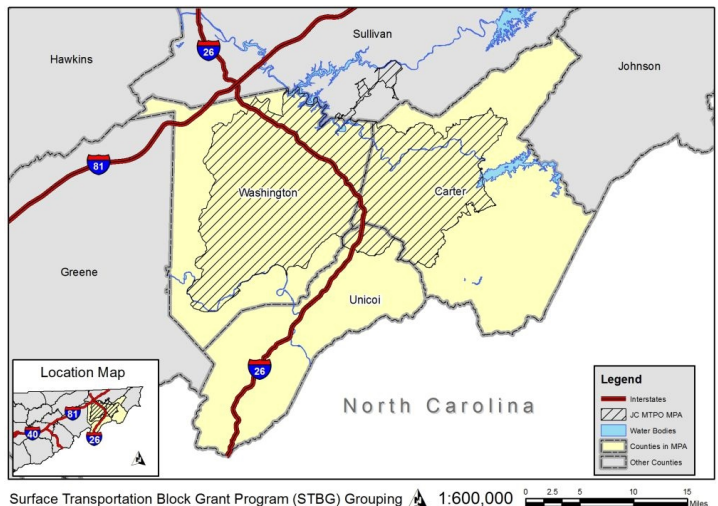
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Surface Transportation Program Grouping</b>			<b>TIP #</b>	2090565
<b>Improvement Type</b>	Road Upgrades			<b>Lead Agency</b>	TDOT
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	126822.00	<b>Project Cost</b>	\$7,440,000.00
<b>Route</b>					
<b>Location</b>	Throughout the Johnson City MTPO area				
<b>Project Description</b>	See TIP 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
2020	PE, Right-of-Way, Construction	STBG-S	\$280,000.00	\$224,000.00	\$56,000.00	\$0.00
2021	PE, Right-of-Way, Construction	STBG-S	\$2,000,000.00	\$1,600,000.00	\$400,000.00	\$0.00
2022	PE, Right-of-Way, Construction	STBG-S	\$160,000.00	\$128,000.00	\$32,000.00	\$0.00
2023	PE, Right-of-Way, Construction	STBG-S	\$5,000,000.00	\$4,000,000.00	\$1,000,000.00	\$0.00
<b>TOTAL</b>			\$7,440,000.00	\$5,952,000.00	\$1,488,000.00	\$0.00

## REVISION HISTORY

1/27/2021	Adjust# 14	Modified because TDOT is adding \$1,760,000 (\$1,408,000 federal and \$352,000 state) to FY 2021.
12/16/2022	Adjust# 27	Modified because TDOT is adding \$380,000 (\$304,000 federal and \$76,000 state) in STBG funds, for a new total of \$500,000, in FY 2023. The total project cost is increased to \$2,940,000.
2/1/2023	Adjust# 28	Modified because TDOT is adding \$2,220,000 of STBG funds (\$1,776,000 in Federal Funds and \$444,000 in State funds) in FY 2023. The total project cost is increased to \$5,160,000.



3/24/2023 Adjust# 30

TDOT is adding \$2,280,000.00 of STBG funds (\$1,824,000 Federal and \$456,000 state) to FY 2023. The total project cost is increased to \$7,440,000.

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## PROJECT NOTES

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Section C: Highway Safety Improvement Program (HSIP)

# Fiscal Years 2020-2023 Transportation Improvement Program

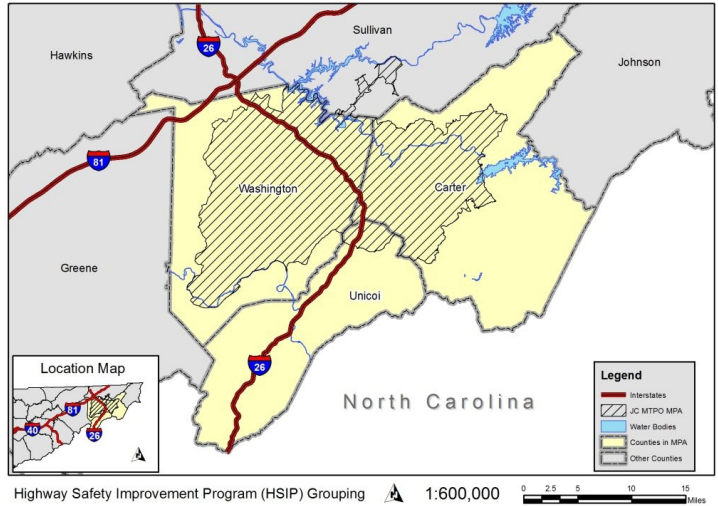
<b>Project Name</b>	<b>Safety Grouping</b>		<b>TIP #</b>	2090595
<b>Improvement Type</b>	Safety		<b>Lead Agency</b>	TDOT
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	126823.00	<b>Project Cost</b> \$3,767,500.00
<b>Route</b>				
<b>Location</b>	Throughout the Johnson City MTPO area - Safety (Highway Hazard Elimination)			
<b>Project Description</b>	See TIP 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
2020	PE, Right-of-Way, Construction	HSIP	\$2,300,000.00	\$2,070,000.00	\$230,000.00	\$0.00
2020	PE, Right-of-Way, Construction	HSIP-R	\$15,000.00	\$13,500.00	\$1,500.00	\$0.00
2021	PE, Right-of-Way, Construction	HSIP	\$156,250.00	\$140,625.00	\$15,625.00	\$0.00
2021	PE, Right-of-Way, Construction	HSIP-R	\$90,000.00	\$81,000.00	\$9,000.00	\$0.00
2022	PE, Right-of-Way, Construction	HSIP	\$93,750.00	\$84,375.00	\$9,375.00	\$0.00
2022	PE, Right-of-Way, Construction	HSIP-R	\$850,000.00	\$765,000.00	\$85,000.00	\$0.00
2023	PE, Right-of-Way, Construction	HSIP	\$62,500.00	\$56,250.00	\$6,250.00	\$0.00
2023	PE, Right-of-Way, Construction	HSIP-R	\$200,000.00	\$180,000.00	\$20,000.00	\$0.00
<b>TOTAL</b>			\$3,767,500.00	\$3,390,750.00	\$376,750.00	\$0.00

## REVISION HISTORY

3/12/2020	Adjust# 2	Modified by TDOT to add \$312,500 of HSIP funding to the Safety Grouping in FY 2020 for PE, ROW, and CONST. The Total Project Cost is increased to \$815,500.
5/5/2020	Adjust# 4	Modified to add \$1,800,000 of HSIP funding to the Safety Grouping in FY 2020 for PE, ROW, and CONST.

7/24/2020	Adjust# 8	Modified to increase HSIP-R to \$15,000 in FY 2020 for PE, ROW, and CONST. Total Project Cost is increased to \$2,629,225.
8/2/2021	Adjust# 20	Modified to add an additional \$88,950.00 (\$80,055 Federal and \$8,895 State) in FY 2021 HSIP-R funds for a new total of \$90,000. The total project cost increased from \$2,629,225 to \$2,718,175.
1/26/2022	Adjust# 25	Modified because TDOT is adding \$449,550 of HSIP-R funds in FY 2022. Total project cost is increased to \$3,167,725.
6/15/2022	Adjust# 26	Modified because TDOT is increasing HSIP-R funds to \$850,000 in FY 2022. The total project cost is increased to \$3,567,725.
3/6/2023	Adjust# 33	TDOT is adding \$199,775.00 of HSIP-R funds (\$179,797 in Federal funds and \$19,978 in State funds) in FY 2023. Total project cost is increased to \$3,767,500.



**PROJECT NOTES**

Section D: National Highway Performance Program (NHPP)

# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>I-26 Exit 24</b>		<b>TIP #</b>	2090110	
<b>Improvement Type</b>	Interstate Maintenance		<b>Lead Agency</b>	TDOT	
<b>County</b>	Washington County	<b>Length</b>	0.63	<b>Regional Plan ID</b>	E+C, page 4-6
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	112457.00	<b>Project Cost</b>	\$4,714,965.00
<b>Route</b>	I-26				
<b>Location</b>	Eastbound, from the end of the on-ramp from SR-91 to the interchange with SR-67 (U.S. 321)				
<b>Project Description</b>	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.				

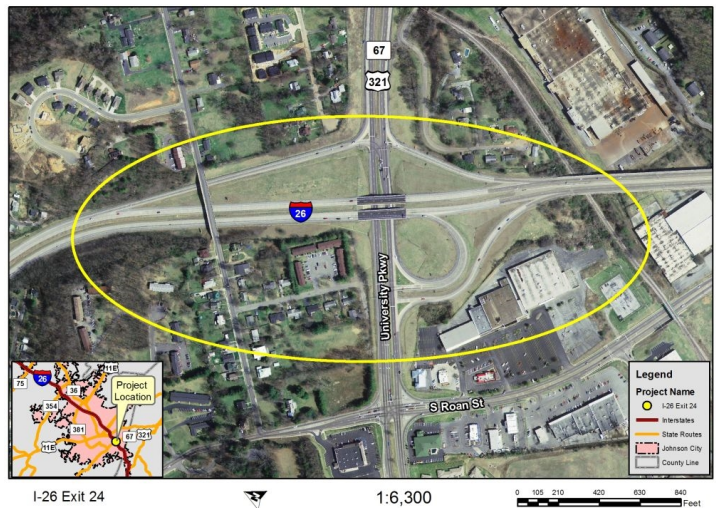
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	Construction	ACNHPP	\$4,000,000.00	\$0.00	\$4,000,000.00	\$0.00
<b>TOTAL</b>			<b>\$4,000,000.00</b>	<b>\$0.00</b>	<b>\$4,000,000.00</b>	<b>\$0.00</b>

## REVISION HISTORY

5/7/2020	Adjust# 5	Project was in previous TIP and is being modified by TDOT into the current TIP for possible conversion from ACNHPP funding to NHPP.
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## PROJECT NOTES

This project was let to contract on 10/7/16 and completed on 7/31/2018.



# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>National Highway System Infrastructure Grouping</b>		<b>TIP #</b>	2090560
<b>Improvement Type</b>	Interstate Maintenance		<b>Lead Agency</b>	TDOT
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> TSM, page 5-26
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>	126821.00	<b>Project Cost</b> \$980,000.00
<b>Route</b>				
<b>Location</b>	Throughout the Johnson City MTPO area			
<b>Project Description</b>	See TIP 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
2020	PE, Right-of-Way, Construction	NHPP	\$210,000.00	\$168,000.00	\$42,000.00	\$0.00
2021	PE, Right-of-Way, Construction	NHPP	\$180,000.00	\$144,000.00	\$36,000.00	\$0.00
2022	PE, Right-of-Way, Construction	NHPP	\$500,000.00	\$400,000.00	\$100,000.00	\$0.00
2023	PE, Right-of-Way, Construction	NHPP	\$90,000.00	\$72,000.00	\$18,000.00	\$0.00
<b>TOTAL</b>			<b>\$980,000.00</b>	<b>\$784,000.00</b>	<b>\$196,000.00</b>	<b>\$0.00</b>

## REVISION HISTORY

11/9/2021 Adjust# 21

Modified because TDOT is increasing NHPP funds in FY 2022 to \$500,000. Total project cost is increased to \$980,000.

## PROJECT NOTES



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



Section E: Transit Projects (FTA)

# Fiscal Years 2020-2023 Transportation Improvement Program

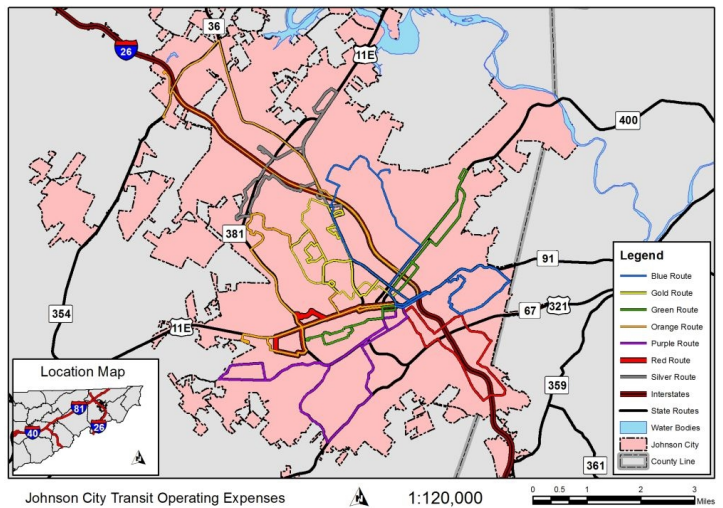
<b>Project Name</b>	<b>JCT Transit Operating - Sec. 5307</b>		<b>TIP #</b>	2020-01
<b>Improvement Type</b>	Transit Operations		<b>Lead Agency</b>	Johnson City Transit
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Operating, page 5-9
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b> \$13,535,819.00
<b>Route</b>				
<b>Location</b>	City of Johnson City, TN			
<b>Project Description</b>	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
2020	Operations	FTA 5307	\$3,320,000.00	\$1,742,000.00	\$0.00	\$1,578,000.00
2021	Operations	FTA 5307	\$3,354,700.00	\$1,759,420.00	\$0.00	\$1,595,280.00
2022	Operations	FTA 5307	\$3,405,021.00	\$1,785,811.00	\$0.00	\$1,619,210.00
2023	Operations	FTA 5307	\$3,456,098.00	\$1,812,598.00	\$0.00	\$1,643,500.00
<b>TOTAL</b>			<b>\$13,535,819.00</b>	<b>\$7,099,829.00</b>	<b>\$0.00</b>	<b>\$6,435,990.00</b>

## REVISION HISTORY

## PROJECT NOTES

Local Funds total amount includes \$2,967,090 in state UROP grant funding.



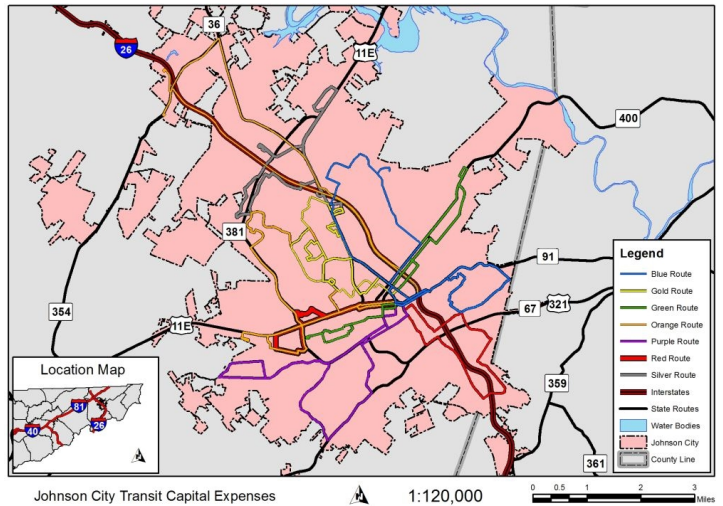
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>JCT Capital - Sec. 5307</b>		<b>TIP #</b>	2020-02
<b>Improvement Type</b>	Transit Capital		<b>Lead Agency</b>	Johnson City Transit
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Capital Needs, page 5-10
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b> \$1,291,500.00
<b>Route</b>				
<b>Location</b>	City of Johnson City, TN			
<b>Project Description</b>	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
2020	Capital	FTA 5307	\$321,250.00	\$257,000.00	\$32,125.00	\$32,125.00
2021	Capital	FTA 5307	\$321,250.00	\$257,000.00	\$32,125.00	\$32,125.00
2022	Capital	FTA 5307	\$324,500.00	\$259,600.00	\$32,450.00	\$32,450.00
2023	Capital	FTA 5307	\$324,500.00	\$259,600.00	\$32,450.00	\$32,450.00
<b>TOTAL</b>			<b>\$1,291,500.00</b>	<b>\$1,033,200.00</b>	<b>\$129,150.00</b>	<b>\$129,150.00</b>

## REVISION HISTORY

## PROJECT NOTES



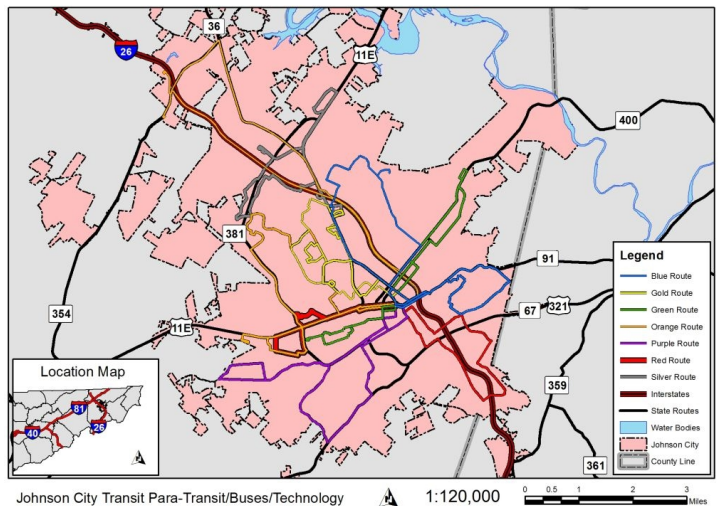
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>JCT Capital - Sec. 5307 &amp; 5339</b>		<b>TIP #</b>	2020-03
<b>Improvement Type</b>	Transit Capital		<b>Lead Agency</b>	Johnson City Transit
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Capital Needs, Page 5-10
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b> \$2,566,545.00
<b>Route</b>				
<b>Location</b>	City of Johnson City, TN			
<b>Project Description</b>	Acquisition of paratransit vehicles, buses, and/or technology for mass transit operations.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
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
2021	Acq/Pur	FTA 5307	\$324,500.00	\$259,600.00	\$32,450.00	\$32,450.00
2021	Acq/Pur	FTA 5339	\$324,500.00	\$259,600.00	\$32,450.00	\$32,450.00
2022	Acq/Pur	FTA 5307	\$45,000.00	\$38,250.00	\$3,375.00	\$3,375.00
2022	Acq/Pur	FTA 5339	\$200,000.00	\$170,000.00	\$15,000.00	\$15,000.00
2023	Acq/Pur	FTA 5307	\$45,000.00	\$38,250.00	\$3,375.00	\$3,375.00
2023	Acq/Pur	FTA 5339	\$200,000.00	\$170,000.00	\$15,000.00	\$15,000.00
<b>TOTAL</b>			<b>\$2,566,545.00</b>	<b>\$1,909,942.00</b>	<b>\$422,934.00</b>	<b>\$233,669.00</b>

## REVISION HISTORY

## PROJECT NOTES



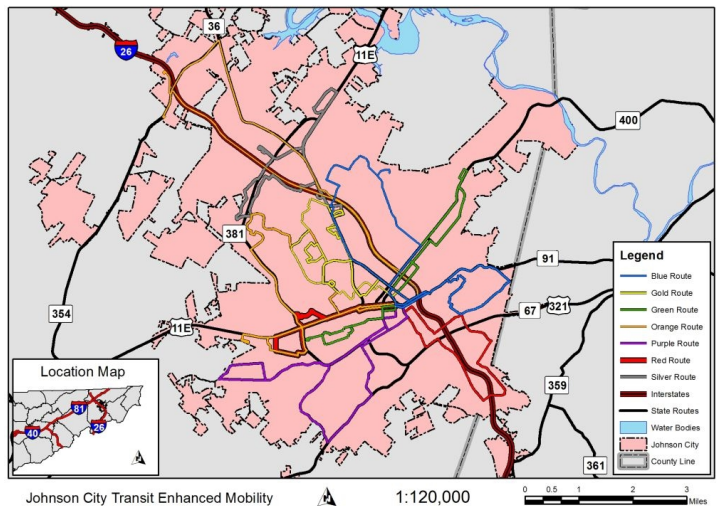
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>JCT Operating - Sec. 5317 New Freedom</b>		<b>TIP #</b>	2020-04
<b>Improvement Type</b>	Transit Capital		<b>Lead Agency</b>	Johnson City Transit
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Operating, page 5-9, Capital, page 5-10
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b> \$370,000.00
<b>Route</b>				
<b>Location</b>	City of Johnson City, TN			
<b>Project Description</b>	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
2020	Operations	FTA 5317	\$185,000.00	\$92,500.00	\$46,250.00	\$46,250.00
2021	Operations	FTA 5317	\$185,000.00	\$92,500.00	\$46,250.00	\$46,250.00
<b>TOTAL</b>			<b>\$370,000.00</b>	<b>\$185,000.00</b>	<b>\$92,500.00</b>	<b>\$92,500.00</b>

## REVISION HISTORY

## PROJECT NOTES





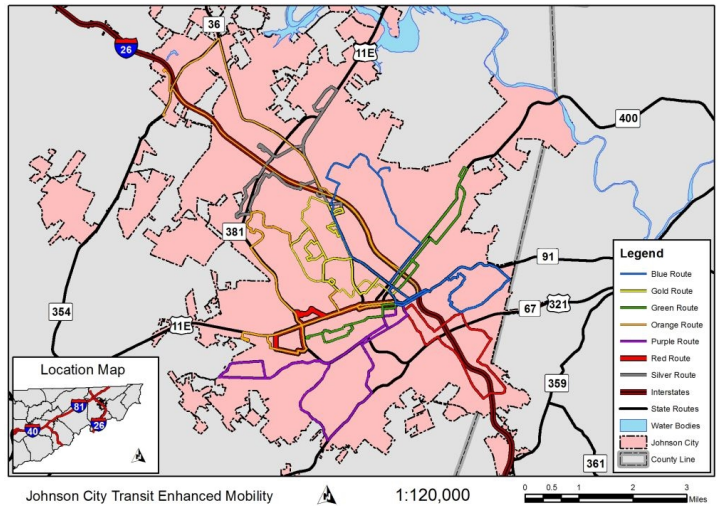
# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>JCT Capital - Sec. 5310</b>		<b>TIP #</b>	2020-06
<b>Improvement Type</b>	Transit Capital		<b>Lead Agency</b>	Johnson City Transit
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Capital, page 5-10
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b> \$977,469.00
<b>Route</b>				
<b>Location</b>	City of Johnson City, TN			
<b>Project Description</b>	Funds 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
2020	Acq/Pur	FTA 5310	\$577,469.00	\$461,975.00	\$57,747.00	\$57,747.00
2021	Acq/Pur	FTA 5310	\$150,000.00	\$127,500.00	\$11,250.00	\$11,250.00
2022	Acq/Pur	FTA 5310	\$125,000.00	\$106,250.00	\$9,375.00	\$9,375.00
2023	Acq/Pur	FTA 5310	\$125,000.00	\$106,250.00	\$9,375.00	\$9,375.00
<b>TOTAL</b>			<b>\$977,469.00</b>	<b>\$801,975.00</b>	<b>\$87,747.00</b>	<b>\$87,747.00</b>

## REVISION HISTORY

## PROJECT NOTES



# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>NET Trans Operating Expenses</b>		<b>TIP #</b>	2020-07
<b>Improvement Type</b>	Transit Operations		<b>Lead Agency</b>	NET Trans
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Operating, page 5-9
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b> \$1,053,420.00
<b>Route</b>	N/A			
<b>Location</b>	N/A			
<b>Project Description</b>	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).			

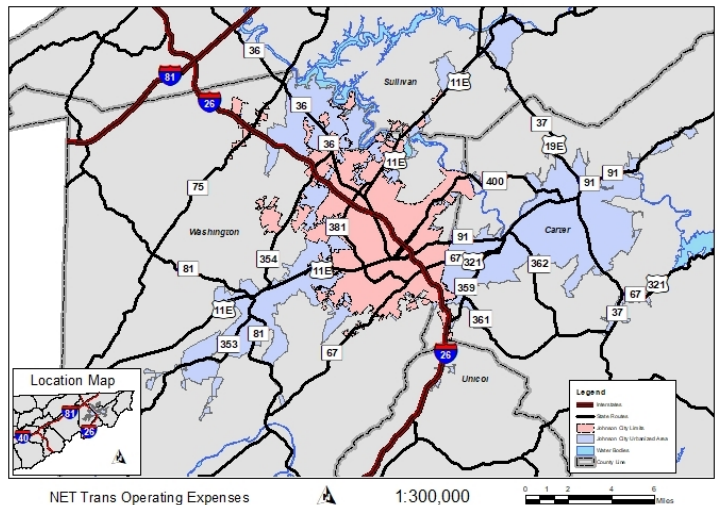
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	Operations	FTA 5307	\$253,776.00	\$126,888.00	\$0.00	\$126,888.00
2021	Operations	FTA 5307	\$540,770.00	\$270,385.00	\$0.00	\$270,385.00
2022	Operations	FTA 5307	\$258,874.00	\$129,437.00	\$0.00	\$129,437.00
<b>TOTAL</b>			<b>\$1,053,420.00</b>	<b>\$526,710.00</b>	<b>\$0.00</b>	<b>\$526,710.00</b>

## REVISION HISTORY

4/7/2021	Adjust# 18	Modified to add an additional \$284,458 in Section 5307 funds (\$142,229 in Federal Funds (50%) and \$142,229 in Local Funds (50%) in FY 2021 for operating.
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## PROJECT NOTES

Local Funds total amount includes \$263,356 in state CRIT grant funding.





# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Enhanced Mobility for Seniors and Individuals with Disabilities</b>			<b>TIP #</b>	2020-08
<b>Improvement Type</b>	Transit Capital			<b>Lead Agency</b>	TDOT
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	Capital, page 5-10
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b>	\$222,000.00
<b>Route</b>					
<b>Location</b>	Directly benefits transportation needs of clients in the Johnson City MTPO area				
<b>Project Description</b>	Section 5310 transit formula funding awarded by TDOT to area agencies for capital vehicle purchases from statewide contract.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	Acq/Pur	FTA 5310	\$72,000.00	\$57,600.00	\$7,200.00	\$7,200.00
2021	Acq/Pur	FTA 5310	\$50,000.00	\$42,500.00	\$3,750.00	\$3,750.00
2022	Acq/Pur	FTA 5310	\$50,000.00	\$42,500.00	\$3,750.00	\$3,750.00
2023	Acq/Pur	FTA 5310	\$50,000.00	\$42,500.00	\$3,750.00	\$3,750.00
<b>TOTAL</b>			<b>\$222,000.00</b>	<b>\$185,100.00</b>	<b>\$18,450.00</b>	<b>\$18,450.00</b>

## REVISION HISTORY

## PROJECT NOTES

FY 2020-NET Trans-Capital (2 vehicles)-\$57,600 Federal award



Enhanced Mobility for Seniors and Individuals with Disabilities 1:600,000

# Fiscal Years 2020-2023 Transportation Improvement Program

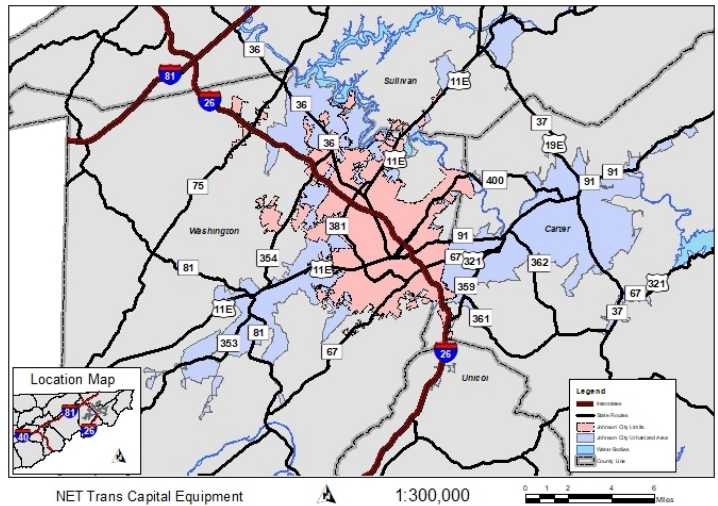
<b>Project Name</b>	<b>NET Trans Capital Project</b>			<b>TIP #</b>	2020-10
<b>Improvement Type</b>	Transit Capital			<b>Lead Agency</b>	NET Trans
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	Capital Needs, Page 5-10
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b>	\$57,325.00
<b>Route</b>					
<b>Location</b>	N/A				
<b>Project Description</b>	Section 5339 funds that will be used to purchase vehicles for use within the Johnson City Urbanized Area.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2021	Capital	FTA 5339	\$57,325.00	\$45,860.00	\$5,732.00	\$5,733.00
<b>TOTAL</b>			<b>\$57,325.00</b>	<b>\$45,860.00</b>	<b>\$5,732.00</b>	<b>\$5,733.00</b>

## REVISION HISTORY

4/27/2021	Amend# 3	Amended to add Section 5339 funds for a total of \$57,325 (\$45,860 federal, \$5,732 state and \$5,733 local).
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## PROJECT NOTES



# Fiscal Years 2020-2023 Transportation Improvement Program

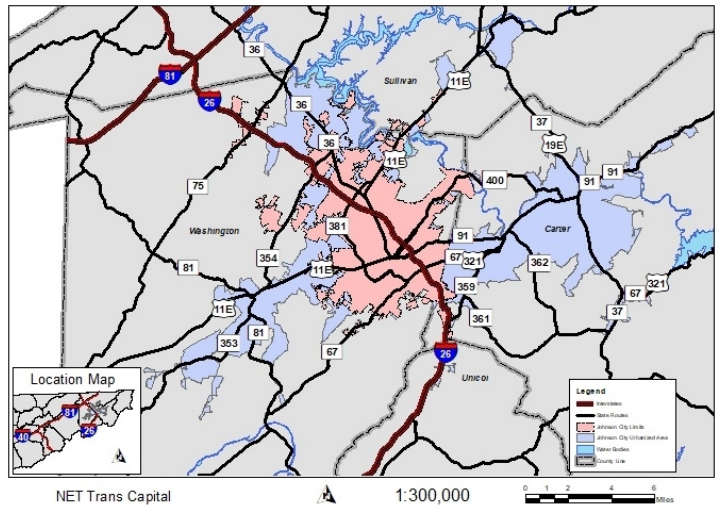
<b>Project Name</b>	<b>NET Trans Capital Projects (5307)</b>		<b>TIP #</b>	2022-03
<b>Improvement Type</b>	Transit Capital		<b>Lead Agency</b>	NET Trans
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b> Capital Needs, Page 5-10
<b>Air Quality Status</b>	N/A	<b>TDOT PIN</b>		<b>Project Cost</b> \$102,859.00
<b>Route</b>				
<b>Location</b>				
<b>Project Description</b>	Upgrades to the Elizabethton parking lot for NET Trans vehicles and installation of new radios in transit vehicles.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2022	Capital	FTA 5307	\$102,859.00	\$82,287.00	\$10,286.00	\$10,286.00
<b>TOTAL</b>			<b>\$102,859.00</b>	<b>\$82,287.00</b>	<b>\$10,286.00</b>	<b>\$10,286.00</b>

## REVISION HISTORY

6/21/2022	Amend# 6	Amendment 6 - NET Trans is adding a new capital project with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in FTA Section 5307 funding.
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## PROJECT NOTES



## Section F: Transportation Alternatives

# Fiscal Years 2020-2023 Transportation Improvement Program

<b>Project Name</b>	<b>Transportation Alternatives Program Grouping</b>			<b>TIP #</b>	2020-09
<b>Improvement Type</b>	Sidewalks			<b>Lead Agency</b>	TDOT
<b>County</b>	Multi-County	<b>Length</b>	0.00	<b>Regional Plan ID</b>	TA, page 5-27
<b>Air Quality Status</b>	Attainment	<b>TDOT PIN</b>		<b>Project Cost</b>	\$996,780.00
<b>Route</b>					
<b>Location</b>	Johnson City MTPO MPA				
<b>Project Description</b>	Transportation Alternatives Program projects selected during statewide annual awards.				

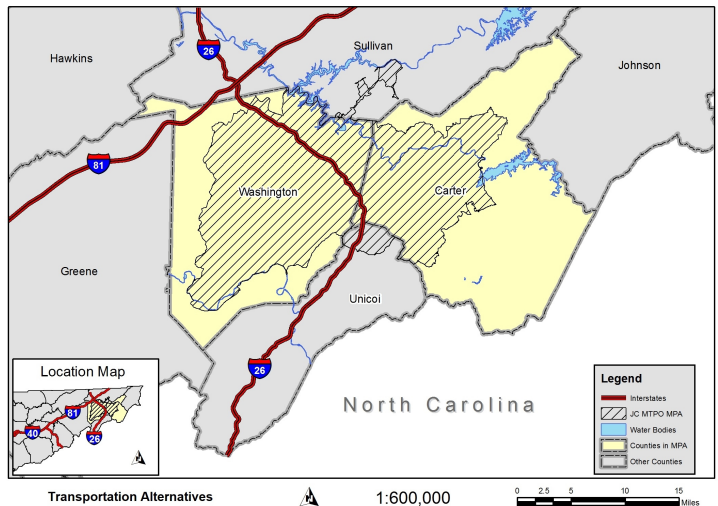
Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	Construction	TAP	\$996,780.00	\$797,424.00	\$0.00	\$199,356.00
<b>TOTAL</b>			\$996,780.00	\$797,424.00	\$0.00	\$199,356.00

## REVISION HISTORY

<b>7/9/2020</b>	<b>Adjust# 7</b>	Modified to add an additional \$371,780 total funds (\$297,424 Federal TAP funds and \$74,356 Local match) to FY 2020 for a new grant for the City of Elizabethton for the Historic Covered Bridge Improvement Project. The amount for FY 2021 was removed (it was estimated this one project might need two grants to cover the cost).
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## PROJECT NOTES

FY 2020 - TDOT awarded the City of Elizabethton \$797,424 in TAP funds for the Historic Covered Bridge Improvement Project.



Section G: Financial Summary Tables

**Johnson City MTPO FY 2020 - 2023 TIP  
Financial Summary of Highway Funds**

Highway Totals for FY 2020						
Funding Source	Est. Fed Revenue	Programmed Funds	Federal Funds	State Funds	Local Funds	Federal Balance
STBG-M	\$9,465,357	\$1,459,996	\$1,231,517	\$0	\$228,479	\$8,233,840
STBG-S	\$2,961,561	\$3,664,451	\$2,961,561	\$702,890	\$0	\$0
HPP	\$2,132,439	\$2,665,549	\$2,132,439	\$533,110	\$0	\$0
HSIP	\$2,070,000	\$2,300,000	\$2,070,000	\$230,000	\$0	\$0
HSIP-R	\$13,500	\$15,000	\$13,500	\$1,500	\$0	\$0
NHPP	\$168,000	\$210,000	\$168,000	\$42,000	\$0	\$0
TAP	\$797,424	\$996,780	\$797,424	\$0	\$199,356	\$0
ACNHPP	\$0	\$4,000,000	\$0	\$4,000,000	\$0	\$0
Opr & Maint	\$0	\$64,183,520	\$0	\$11,433,200	\$52,750,320	\$0
<b>Totals:</b>	<b>\$17,608,281</b>	<b>\$79,495,296</b>	<b>\$9,374,441</b>	<b>\$16,942,700</b>	<b>\$53,178,155</b>	<b>\$8,233,840</b>

Highway Totals for FY 2021						
Funding Source	Est. Fed Revenue	Programmed Funds	Federal Funds	State Funds	Local Funds	Federal Balance
STBG-M	\$9,992,840	\$1,840,677	\$1,735,942	\$0	\$104,735	\$8,256,898
STBG-S	\$1,600,000	\$2,000,000	\$1,600,000	\$400,000	\$0	\$0
HSIP	\$140,625	\$156,250	\$140,625	\$15,625	\$0	\$0
HSIP-R	\$81,000	\$90,000	\$81,000	\$9,000	\$0	\$0
NHPP	\$144,000	\$180,000	\$144,000	\$36,000	\$0	\$0
TAP	\$0	\$0	\$0	\$0	\$0	\$0
Opr & Maint	\$0	\$64,825,355	\$0	\$11,547,532	\$53,277,823	\$0
<b>Totals:</b>	<b>\$11,958,465</b>	<b>\$69,092,282</b>	<b>\$3,701,567</b>	<b>\$12,008,157</b>	<b>\$53,382,558</b>	<b>\$8,256,898</b>

Highway Totals for FY 2022						
Funding Source	Est. Fed Revenue	Programmed Funds	Federal Funds	State Funds	Local Funds	Federal Balance
STBG-M	\$10,015,898	\$2,774,400	\$2,774,400	\$0	\$0	\$7,241,498
STBG-S	\$4,098,760	\$5,123,451	\$4,098,760	\$1,024,691	\$0	\$0
HSIP	\$84,375	\$93,750	\$84,375	\$9,375	\$0	\$0
HSIP-R	\$765,000	\$850,000	\$765,000	\$85,000	\$0	\$0
NHPP	\$400,000	\$500,000	\$400,000	\$100,000	\$0	\$0
TAP	\$0	\$0	\$0	\$0	\$0	\$0
Opr & Maint	\$0	\$65,473,609	\$0	\$11,663,007	\$53,810,601	\$0
<b>Totals:</b>	<b>\$15,364,033</b>	<b>\$74,815,210</b>	<b>\$8,122,535</b>	<b>\$12,882,073</b>	<b>\$53,810,601</b>	<b>\$7,241,498</b>

Highway Totals for FY 2023						
Funding Source	Est. Fed Revenue	Programmed Funds	Federal Funds	State Funds	Local Funds	Federal Balance
STBG-M	\$9,000,498	\$925,000	\$864,639	\$0	\$60,361	\$8,135,859
STBG-S	\$5,840,000	\$7,300,000	\$5,840,000	\$1,460,000	\$0	\$0
HSIP	\$56,250	\$62,500	\$56,250	\$6,250	\$0	\$0
HSIP-R	\$180,000	\$200,000	\$180,000	\$20,000	\$0	\$0
NHPP	\$72,000	\$90,000	\$72,000	\$18,000	\$0	\$0
TAP	\$0	\$0	\$0	\$0	\$0	\$0
CRRSAA-HIP	\$75,000	\$75,000	\$75,000	\$0	\$0	\$0
Opr & Maint	\$0	\$66,128,345	\$0	\$11,779,637	\$54,348,707	\$0
<b>Totals:</b>	<b>\$15,223,748</b>	<b>\$74,780,845</b>	<b>\$7,087,889</b>	<b>\$13,283,887</b>	<b>\$54,409,068</b>	<b>\$8,135,859</b>

**Financial Summary of STBG-M Funds  
FY 2020 - 2023 TIP  
(Federal Funds Only)**

<b>2020</b>		
Carryover Balance		\$7,706,357
Allocation	+	\$1,759,000
Total Funds Available	=	\$9,465,357
Projects	-	\$1,231,517
<b>Remaining 2020</b>	<b>=</b>	<b>\$8,233,840</b>

<b>2021</b>		
Carryover Balance		\$8,233,840
Allocation	+	\$1,759,000
Total Funds Available	=	\$9,992,840
Projects	-	\$1,735,942
<b>Remaining 2021</b>	<b>=</b>	<b>\$8,256,898</b>

<b>2022</b>		
Carryover Balance		\$8,256,898
Allocation	+	\$1,759,000
Total Funds Available	=	\$10,015,898
Projects	-	\$2,774,400
<b>Remaining 2022</b>	<b>=</b>	<b>\$7,241,498</b>

<b>2023</b>		
Carryover Balance		\$7,241,498
Allocation	+	\$1,759,000
Total Funds Available	=	\$9,000,498
Projects	-	\$864,639
<b>Remaining 2023</b>	<b>=</b>	<b>\$8,135,859</b>



## Financial Summary of Transit Funds

	FY 2020				FY 2021			
	Federal	State	Local	Total	Federal	State	Local	Total
<b>Anticipated Revenue</b>	\$ 3,742,205	\$ 479,606	\$ 1,995,229	\$ 6,217,040	\$ 3,114,365	\$ 164,007	\$ 2,029,672	\$ 5,308,044
<b>5307 - Operating</b>	\$ 1,868,888	\$ -	\$ 1,704,888	\$ 3,573,776	\$ 2,029,805	\$ -	\$ 1,865,665	\$ 3,895,470
<b>5307 - Capital</b>	\$ 257,000	\$ 32,125	\$ 32,125	\$ 321,250	\$ 257,000	\$ 32,125	\$ 32,125	\$ 321,250
<b>5307 - Acquisition</b>	\$ 158,000	\$ 14,000	\$ 14,000	\$ 186,000	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500
<b>5339 - Acquisition</b>	\$ 816,242	\$ 307,284	\$ 118,019	\$ 1,241,545	\$ 305,460	\$ 38,182	\$ 38,182	\$ 381,824
<b>5317 - Operating</b>	\$ 92,500	\$ 46,250	\$ 46,250	\$ 185,000	\$ 92,500	\$ 46,250	\$ 46,250	\$ 185,000
<b>5316 - Operating</b>	\$ 30,000	\$ 15,000	\$ 15,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -
<b>5310 - Acquisition</b>	\$ 519,575	\$ 64,947	\$ 64,947	\$ 649,469	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
<b>Programmed Expenditures</b>	\$ 3,742,205	\$ 479,606	\$ 1,995,229	\$ 6,217,040	\$ 3,114,365	\$ 164,007	\$ 2,029,672	\$ 5,308,044
<b>Ending Balance</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

	FY 2022				FY 2023			
	Federal	State	Local	Total	Federal	State	Local	Total
<b>Anticipated Revenue</b>	\$ 2,734,891	\$ 134,614	\$ 1,883,261	\$ 4,752,766	\$ 2,549,954	\$ 124,328	\$ 1,767,828	\$ 4,442,110
<b>5307 - Operating</b>	\$ 1,915,248	\$ -	\$ 1,748,647	\$ 3,663,895	\$ 1,812,598	\$ -	\$ 1,643,500	\$ 3,456,098
<b>5307 - Capital</b>	\$ 341,887	\$ 42,736	\$ 42,736	\$ 427,359	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500
<b>5307 - Acquisition</b>	\$ 38,250	\$ 3,375	\$ 3,375	\$ 45,000	\$ 38,250	\$ 3,375	\$ 3,375	\$ 45,000
<b>5339 - Acquisition</b>	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
<b>5317 - Operating</b>	\$ 120,756	\$ 60,378	\$ 60,378	\$ 241,512	\$ 120,756	\$ 60,378	\$ 60,378	\$ 241,512
<b>5316 - Operating</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>5310 - Acquisition</b>	\$ 148,750	\$ 13,125	\$ 13,125	\$ 175,000	\$ 148,750	\$ 13,125	\$ 13,125	\$ 175,000
<b>Programmed Expenditures</b>	\$ 2,734,891	\$ 134,614	\$ 1,883,261	\$ 4,752,766	\$ 2,549,954	\$ 124,328	\$ 1,767,828	\$ 4,442,110
<b>Ending Balance</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Appendix A: Public Participation Documentation

THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

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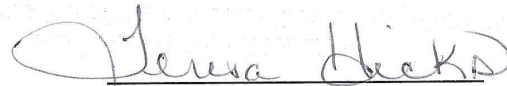
DATES: 10-2-2019

**Notice of Public Comment Period and Public Hearing**

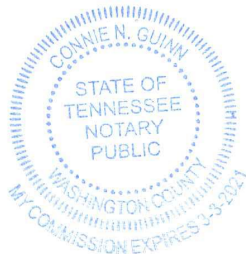
The Johnson City Metropolitan Transportation Planning Organization (MTPO) presents the draft Fiscal Years 2020-2023 Transportation Improvement Program (TIP) for a 14-day public comment period. Comments are due by **Tuesday, October 15, 2019**. The TIP describes and lists capital projects approved for 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 2045

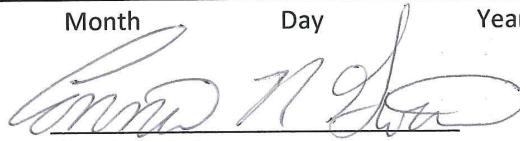
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Carter County )  
Washington County )

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 10-2-2019 and ending on 10-2-2019.

  
Teresa Hicks

Sworn to and Subscribed before me this 10 2 2019  
Month Day Year



  
Connie N. Guinn  
Notary Public

My commission expires on 03/03/2021

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

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AD# 1490350

DATES: 10-2-2019

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State of Tennessee )  
Carter County )  
Washington County )

Teresa Hicks makes the oath that this is a  
daily newspaper published in Johnson City, Tennessee,  
and an advertisement was published in

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 **Thursday, October 10, 2019 at 11:30 a.m.**

10-2-2019 and

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](http://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 2020-2023 Programa de Mejoramiento del Transporte (TIP) para un período de comentarios públicos de 14 días. Los comentarios se reciben el martes 15 de octubre de 2019. 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 metropolitano 2045.

Sworn to and Subscribed before

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, e jueves 10 de octubre de 2019 a las 11:30.



This legal notice was published on [www.publicnoticeads.com](http://www.publicnoticeads.com) during the publication of this notice and complies with Tennessee Code Annotated § 25-2-101.

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](http://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.

THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1499565

DATES: 12-12-2019



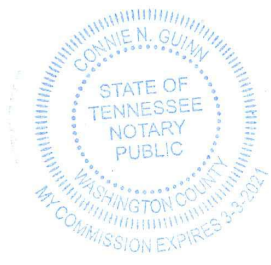
State of Tennessee )  
Carter County )  
Washington County )

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 12-12-2019 and ending on 12-12-2019.

Teresa Hicks

Sworn to and Subscribed before me this 12 12 2019

Month Day Year



Connie N. Guinn  
Notary Public

My commission expires on 03/03/2021

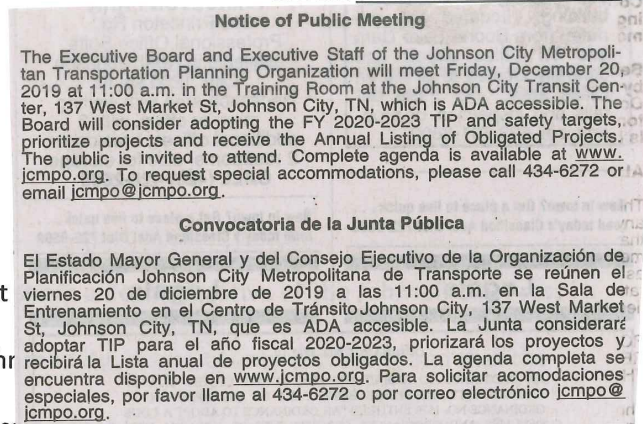
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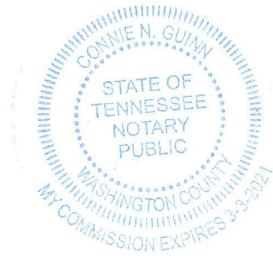
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Month Day Year

Connie N. Guinn  
Notary Public



My commission expires on 03/03/2021

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1537376

DATES: 11-20-2020

**Notice of Public Hearing**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) will hold a public hearing on the proposed amendment to the **State Route 34 at Industrial Park Road Traffic Signal Upgrade project** in the Fiscal Year (FY) 2020-2023 Transportation Improvement Program (TIP). The amendment can be viewed on our website at [www.jcmtpo.org/tip.html](http://www.jcmtpo.org/tip.html). Due to the pandemic, the public hearing will be held over the phone on **Tuesday, December 8, 2020** from 9:30-9:45 a.m. The public will call (646) 558-8656, and when prompted, enter:

Meeting ID#	857 3597 1685
Password	870579

State of Tennessee )  
Carter County )  
Washington County )

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Teresa Hicks  
Teresa Hicks

Sworn to and Subscribed before me this 11 20 2020  
Month Day Year



Connie N. Guinn  
Connie N. Guinn  
Notary Public

My commission expires on 03/03/2021

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THE JOHNSON CITY PRESS  
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Meeting ID#	857 3597 1685
Password	870579

Callers will wait in a que and be let in one at a time to ask questions or voice a comment.

Comments are also being accepted by other means for 14 days until **Monday, December 7, 2020**. The public can submit comments using an online form available on our website listed above. Comments can also be sent by mail to Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, by email to [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org), or by phone to (423) 434-6272. Please use this opportunity to share with us your comments regarding this amendment.

**Convocatoria de Audiencia Pública**

La Organización de Planificación del Transporte Metropolitano de Johnson City (MTPO) celebrará Los comentarios están siendo aceptadas durante 14 días hasta **el lunes 7 de diciembre de 2020**. Aproveche esta oportunidad para compartir con nosotros sus comentarios sobre una audiencia pública sobre la enmienda propuesta a la **Ruta Estatal 34 en el proyecto de Mejora de la Señal de Tráfico del Parque Industrial** en el Año Fiscal (FY) 2020-2023 Programa de Mejora del Transporte (TIP). La enmienda se puede ver en nuestro sitio web en [www.jcmpo.org/tip.html](http://www.jcmpo.org/tip.html). Debido a la pandemia, la audiencia pública se llevará a cabo por teléfono el **martes 8 de diciembre de 2020 de 9:30-9:45 a.m.** El público llamará al (646) 558-8656 y, cuando se le solicite, ingrese:

ID de reunion#	857 3597 1685
Contraseña	870579

Las personas que llaman esperarán en una cola y se les permitirá entrar una a la vez para hacer preguntas o expresar un comentario.

Los comentarios también se aceptan por otros medios durante 14 días hasta el **lunes 7 de diciembre de 2020**. El público puede enviar comentarios utilizando un formulario en línea disponible en nuestro sitio web mencionado anteriormente. Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, o por correo electrónico a [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org), o por teléfono al (423) 434-6272. Aproveche esta oportunidad para compartir con nosotros sus comentarios sobre esta enmienda.

Notary Public

My commission expires on 03/03/2021

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1537728

DATES: 11-30-2020

**Notice of Public Meeting**  
The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet electronically on **Tuesday, December 8, 2020 at 10:00 a.m.** The Board will consider an amendment to the FY 2020-2023 TIP, prioritize projects and receive the Annual Listing of Obligated Projects. Due to the pandemic, the public is invited to view the livestream of the meeting at <http://www.johnsoncitytn.org/streaming>. Complete agenda is available at <https://jcmpo.org/boardmeetings.html>, with an online form available for the public to submit comments until Monday, December 7, 2020. Comments can also be sent by mail to Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, by email

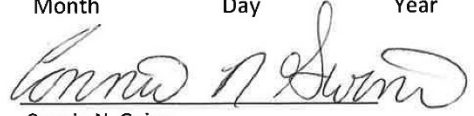
State of Tennessee )  
Carter County )  
Washington County )

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Teresa Hicks

Sworn to and Subscribed before me this 11 30 2020  
Month Day Year



  
Connie N. Guinn  
Notary Public

My commission expires on 03/03/2021

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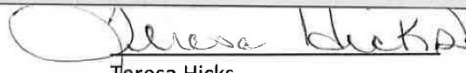
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**Notice of Public Meeting**

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**Convocatoria de la Junta Pública**

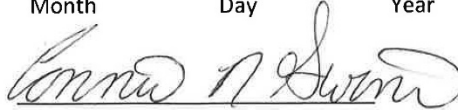
El Estado Mayor General de la Organización de Planificación Johnson City Metropolitana de Transporte se reunirá electrónicamente el **martes 8 de diciembre de 2020 a las 10:00 a.m.** La Junta considerará una enmienda al TIP del año fiscal 2020-2023, priorizará los proyectos y recibirá la Lista anual de proyectos obligados. Debido a la pandemia, se invita al público a ver la transmisión en vivo de la reunión en <http://www.johnsoncitytn.org/streaming>. La agenda completa está disponible en <https://jcmpo.org/boardmeetings.html>, con un formulario en línea disponible para que el público envíe comentarios hasta el lunes 7 de diciembre de 2020. Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, o por correo electrónico a [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org). Para solicitar acomodaciones especiales, por favor llame al (423) 434-6272 o por correo electrónico.

  
Teresa Hicks

Sworn to and Subscribed before me this

11 30 2020

Month Day Year



Connie N. Guinn  
Notary Public

My commission expires on 03/03/2021

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1551915

DATES: 4-12-2021

**Notice of Public Comment Period and Public Hearing**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) will hold a public hearing on two proposed transit amendments in the Fiscal Years (FY) 2020-2023 Transportation Improvement Program (TIP), as follows:

- Amendment 2 to add additional residual Section 5317 New Freedom funds for Johnson City Transit, with \$241,512 in FY 2022 and \$241,512 in FY 2023; and
- Amendment 3 to add a new capital project for Section 5339 funds in the amount of \$57,325 for NET Trans in FY 2021.

The amendments can be viewed on our website at [www.jcmptpo.org/tip.html](http://www.jcmptpo.org/tip.html). Due to the pandemic, the public hearing will be held over the phone Tuesday, April 20, 2021 at 2:00 p.m. The public will call (646)

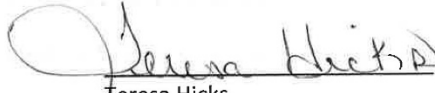
State of Tennessee )  
Carter County )  
Washington County )

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

4-12-2021 and ending on 4-12-2021.

  
Teresa Hicks

Sworn to and Subscribed before me this 4 12 2021  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
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AFFIDAVIT OF PUBLICATION

AD# 1551915

DATES: 4-12-2021

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**Notice of Public Comment Period and Public Hearing**

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- Amendment 2 to add additional residual Section 5317 New Freedom funds for Johnson City Transit, with \$241,512 in FY 2022 and \$241,512 in FY 2023; and
- Amendment 3 to add a new capital project for Section 5339 funds in the amount of \$57,325 for NET Trans in FY 2021.

The amendments can be viewed on our website at [www.jcmpo.org/tip.html](http://www.jcmpo.org/tip.html). Due to the pandemic, the public hearing will be held over the phone on **Tuesday, April 20, 2021 at 2:00 p.m.** The public will call (646) 558-8656, and when prompted, enter:

Meeting ID: 868 2377 6998  
 Password: 865335

Callers will wait in a que and be let in one at a time to ask questions or voice a comment. The public hearing will be livestreamed on YouTube with a presentation. Use the following link, then scroll to the bottom of the page to find this meeting - <https://www.johnsoncitytn.org/streaming>.

Comments are also being accepted by other means for 14 days until **Monday, April 26, 2021**. The public can submit comments using an on-line form available on our website listed above. Comments can also be sent by mail to Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, by email to [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org), or by phone to (423) 434-6272. Please use this opportunity to share with us your comments regarding these amendments.

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.

**Aviso de período de comentario público y audiencia pública**

La Organización de Planificación del Transporte Metropolitano de Johnson City (MTPO) llevará a cabo una audiencia pública sobre dos enmiendas de tránsito propuestas en el Programa de Mejoramiento del Transporte (TIP) del año fiscal (FY) 2020-2023, de la siguiente manera:

- Enmienda 2 para agregar fondos residuales adicionales de la Sección 5317 New Freedom para Johnson City Transit, con \$ 241,512 en el año fiscal 2022 y \$ 241,512 en el año fiscal 2023; y
- Enmienda 3 para agregar un nuevo proyecto de capital para los fondos de la Sección 5339 por un monto de \$ 45,860 para NET Trans en el año fiscal 2021.

La enmienda se puede ver en nuestro sitio web en [www.jcmpo.org/tip.html](http://www.jcmpo.org/tip.html). Debido a la pandemia, la audiencia pública se llevará a cabo por teléfono el martes 20 de abril de 2021 a las 14:00 h. El público llamará al (646) 558-8656 y, cuando se le solicite, ingrese:

ID de reunion# 868 2377 6998  
 Contraseña 865335

Las personas que llaman esperarán en una cola y se les permitirá entrar una a la vez para hacer preguntas o expresar un comentario. La audiencia pública se transmitirá en vivo en YouTube con una presentación. Use el siguiente enlace, luego desplácese hasta la parte inferior de la página para encontrar esta reunión: <https://www.johnsoncitytn.org/streaming>.

Los comentarios también se aceptan por otros medios durante 14 días hasta el lunes, 26 de abril de 2021. El público puede enviar comentarios utilizando un formulario en línea disponible en nuestro sitio web mencionado anteriormente. Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, o por correo electrónico a [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org), o por teléfono al (423) 434-6272. Aproveche esta oportunidad para compartir con nosotros sus comentarios sobre esta enmienda.

Las actividades de participación pública y el tiempo establecido para la revisión y los comentarios públicos sobre el TIP satisfarán el requisito del Programa de Proyectos para el Programa Fórmula de Área Urbanizada de la Administración Federal de Tránsito.

THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1552664

DATES: 4-19-2021

Notice of Public Meeting

The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet electronically on **Tuesday, April 27, 2021 at 11:00 a.m.** The Board will consider two TIP amendments for additional funds for two transit agencies, along with a UPWP amendment to replace an existing task with a new one. Due to the pandemic, the public is invited to view the livestream of the meeting at <https://www.johnsoncitytn.org/streaming>. Please scroll to the bottom of the webpage to find the meeting. Complete agenda is available at <https://jcmtpo.org/boardmeetings.html>, along with an online form available for the public to submit comments until **Monday, April 26, 2021 by 5:00 p.m.** Comments are due by 5:00 p.m. on Monday, April 26, 2021.


State of Tennessee )  
Carter County )  
Washington County )

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Teresa Hicks

Sworn to and Subscribed before me this 4 19 2021  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1552664

DATES: 4-19-2021

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**Convocatoria de la Junta Pública**

El Estado Mayor General de la Organización de Planificación Johnson City Metropolitana de Transporte se reunirá electrónicamente el **martes 27 de abril de 2021 a las 11:00 a.m.** La Junta considerará dos enmiendas de TIP para fondos adicionales para dos agencias de tránsito, junto con una enmienda de UPWP para reemplazar una tarea existente por una nueva. Debido a la pandemia, se invita al público a ver la transmisión en vivo de la reunión en <http://www.johnsoncitytn.org/streaming>. Desplácese hasta la parte inferior de la página web para encontrar la reunión. La agenda completa está disponible en línea disponible para que el público envíe comentarios hasta el **lunes, 26 de abril de 2021 a las 5:00 p.m.** Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, o por correo electrónico a [icmpo@icmpo.org](mailto:icmpo@icmpo.org). Para solicitar acomodaciones especiales, por favor llame al (423) 434-6272 o por correo electrónico.

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Marsha McNalley  
Marsha McNalley  
Notary Public

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1577598

DATES: 11-17-2021

**Notice of Public Comment Period and Public Hearing**  
The Johnson City Metropolitan Transportation Planning Organization (MTPO) will hold a public hearing on an amendment to add two new projects to the Fiscal Years (FY) 2020-2023 Transportation Improvement Program (TIP), as follows:  
• Amendment 4 to add a new project, Downtown Johnson City Crosswalk Safety Project, for \$1,000,000 in Fiscal Year 2022; and  
• Amendment 5 to add a new project, Johnson City Traffic Signal Grouping, for \$2,375,000 in Fiscal Year 2022.  
The public hearing on these amendments will be held at the Johnson City Transit Center, Training Room, 137 W. Market St, Johnson City, TN on [blank] at [blank] p.m. Please note that the meeting

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Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1577598

DATES: 11-17-2021

State of Tennessee )  
Carter County )  
Washington County )

Teresa Hicks makes the oath

daily newspaper published in

advertisement was published

11-17-2021

Sworn to and Subscribed before me

**Notice of Public Comment Period and Public Hearing**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) will hold a public hearing on an amendment to add two new projects to the Fiscal Years (FY) 2020-2023 Transportation Improvement Program (TIP), as follows:

- Amendment 4 to add a new project, Downtown Johnson City Crosswalk Safety Project, for \$1,000,000 in Fiscal Year 2022; and
- Amendment 5 to add a new project, Johnson City Traffic Signal Grouping, for \$2,375,000 in Fiscal Year 2022.

The public hearing on these amendments will be held at the Johnson City Transit Center, Training Room, 137 W. Market St, Johnson City, TN on **Tuesday, November 30, 2021 at 3:00 p.m.** Please note that the meeting place is ADA accessible.

Comments are being accepted for 14 days until **Wednesday, December 1, 2021**. Please use this opportunity to share with us your comments regarding these amendments, which can be viewed on our website at [www.jcmpto.org/tip.html](http://www.jcmpto.org/tip.html). Comments can also be sent by mail to Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, by email to [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org), or by phone to (423) 434-6272.

**Aviso de período de comentario público y audiencia pública**

La Organización de Planificación del Transporte Metropolitano de Johnson City (MTPO) llevará a cabo una audiencia pública sobre dos enmiendas propuestas en el Programa de Mejoramiento del Transporte (TIP) del año fiscal (FY) 2020-2023, de la siguiente manera:

- Enmienda 4 para agregar un nuevo proyecto, Proyecto de seguridad del cruce de peatones en el centro de Johnson City, por \$ 1,000,000; en el año fiscal 2022; y
- Enmienda 5 para agregar un nuevo proyecto, Agrupación de señales de tráfico de Johnson City, por \$2,375,000 en el año fiscal 2022.

La audiencia pública sobre estas enmiendas se realizará en el Johnson City Transit, 137 W. Market St, Johnson City, TN, habitación Training, el martes 30 de noviembre de 2021 a las 3:00 pm. Por favor, tenga en cuenta que el lugar de encuentro es ADA accesible.

Los comentarios están siendo aceptados durante 14 días hasta el miércoles, 1 de diciembre de 2021. Utilice por favor esta oportunidad de compartir con nosotros sus comentarios con respecto al enmienda, que se puede ver en nuestro sitio web [www.jcmpto.org/tip.html](http://www.jcmpto.org/tip.html). Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, por correo electrónico a [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org), o por teléfono al (423) 434-6272.



Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1579291


DATES:

12-3-2021

**Notice of Special Called Public Meeting of the Johnson City MTPO Executive Board and Executive Staff**  
Due to lack of a quorum for the meeting originally scheduled on December 2, 2021, the Johnson City MTPO Executive Board and Staff Meeting has been rescheduled for **Wednesday, December 8, 2021 at 11:00 a.m.** in the Training Room at the Johnson City Transit Center, 137 West Market St, Johnson City, TN, which is ADA accessible. The Board will consider the same agenda as before, with the following items:  
• amending two new projects into the Transportation Improvement Program;  
• adopt annual safety performance targets; and  
• prioritize projects for the TDOT Three-Year Work Program.

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 12-3-2021 and ending on 12-3-2021.

  
Teresa Hicks

Sworn to and Subscribed before me this

12 3 2021  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1537728

DATES: 11-30-2020

State of Tennessee )  
Carter County )  
Washington County )

Teresa Hicks makes the oath that

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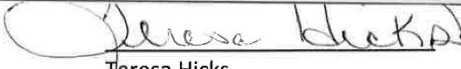
11-30-2020 and ef

**Notice of Public Meeting**

The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet electronically on **Tuesday, December 8, 2020 at 10:00 a.m.** The Board will consider an amendment to the FY 2020-2023 TIP, prioritize projects and receive the Annual Listing of Obligated Projects. Due to the pandemic, the public is invited to view the livestream of the meeting at <http://www.johnsoncitytn.org/streaming>. Complete agenda is available at <https://jcmpo.org/boardmeetings.html>, with an online form available for the public to submit comments until Monday, December 7, 2020. Comments can also be sent by mail to Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, by email to [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org), or by phone to (423) 434-6272. To request special accommodations, please call or email.

**Convocatoria de la Junta Pública**

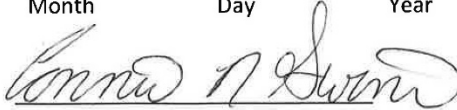
El Estado Mayor General de la Organización de Planificación Johnson City Metropolitana de Transporte se reunirá electrónicamente el **martes 8 de diciembre de 2020 a las 10:00 a.m.** La Junta considerará una enmienda al TIP del año fiscal 2020-2023, priorizará los proyectos y recibirá la Lista anual de proyectos obligados. Debido a la pandemia, se invita al público a ver la transmisión en vivo de la reunión en <http://www.johnsoncitytn.org/streaming>. La agenda completa está disponible en <https://jcmpo.org/boardmeetings.html>, con un formulario en línea disponible para que el público envíe comentarios hasta el lunes 7 de diciembre de 2020. Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, o por correo electrónico a [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org). Para solicitar acomodaciones especiales, por favor llame al (423) 434-6272 o por correo electrónico.

  
Teresa Hicks

Sworn to and Subscribed before me this

11 30 2020

Month Day Year



Connie N. Guinn  
Notary Public

My commission expires on 03/03/2021

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1598232

DATES: 6-3-2022

**Notice of Public Comment Period and Public Hearing**

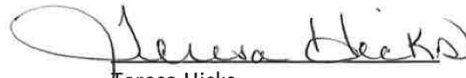
The Johnson City Metropolitan Transportation Planning Organization (MTPO) will hold a public hearing on an amendment to add a new Federal Transit Administration project to the Fiscal Years (FY) 2020-2023 Transportation Improvement Program (TIP), as follows:

- Amendment 6 to add a new project, NET Trans Capital Project (5307), for \$102,859 in Fiscal Year 2022.

The public hearing on this amendment will be held at the Johnson City Transit Center, Training Room, 137 W. Market St, Johnson City, TN on **Tuesday, June 14, 2022 at 3:00 p.m.** Please note that the meeting place is ADA accessible.

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 6-3-2022 and ending on 6-3-2022.

  
Teresa Hicks

Sworn to and Subscribed before me this 6 3 2022  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1598232

DATES: 6-3-2022

**Notice of Public Comment Period and Public Hearing**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) will hold a public hearing on an amendment to add a new Federal Transit Administration project to the Fiscal Years (FY) 2020-2023 Transportation Improvement Program (TIP), as follows:

- Amendment 6 to add a new project, NET Trans Capital Project (5307), for \$102,859 in Fiscal Year 2022.

State of Tennessee )  
Carter County )  
Washington County )

The public hearing on this amendment will be held at the Johnson City Transit Center, Training Room, 137 W. Market St, Johnson City, TN on **Tuesday, June 14, 2022 at 3:00 p.m.** Please note that the meeting place is ADA accessible.

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Comments are being accepted for 14 days until **Friday, June 17, 2022**. Please use this opportunity to share with us your comments regarding this amendment, which can be viewed on our website at [www.jcmtpo.org/tip.html](http://www.jcmtpo.org/tip.html). Comments can also be sent by mail to Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, by email to [jcmtpo@jcmtpo.org](mailto:jcmtpo@jcmtpo.org), or by phone to (423) 434-6272.

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.

**Aviso de período de comentario público y audiencia pública**

La Organización de Planificación del Transporte Metropolitano (MTPO) de Johnson City llevará a cabo una audiencia pública sobre una enmienda para agregar un nuevo proyecto de la Administración Federal de Tránsito al Programa de Mejora del Transporte (TIP) de los años fiscales (FY) 2020-2023, de la siguiente manera:

- Enmienda 6 para agregar un nuevo proyecto, NET Trans Capital Project (5307), por \$102,859 en el año fiscal 2022.

6-3-2022

Sworn to and Subscribed

La audiencia pública sobre estas enmiendas se realizarán en el Johnson City Transit, 137 W. Market St, Johnson City, TN, habitación Training, el martes, 14 de junio de 2022 a las 3:00 pm. Por favor, tenga en cuenta que el lugar de encuentro es ADA accesible.

Los comentarios están siendo aceptados durante 14 días hasta el viernes, 17 de junio de 2022. Utilice por favor esta oportunidad de compartir con nosotros sus comentarios con respecto al enmienda, que se puede ver en nuestro sitio web [www.jcmtpo.org/tip.html](http://www.jcmtpo.org/tip.html). Los comentarios también se pueden enviar por correo a Johnson City MTPO, 137 West Market Street, Johnson City, TN 37604, por correo electrónico a [jcmtpo@jcmtpo.org](mailto:jcmtpo@jcmtpo.org), o por teléfono al (423) 434-6272.

Las actividades de participación pública y el tiempo establecido para la revisión y los comentarios públicos sobre el TIP satisfarán el requisito del Programa de Proyectos para el Programa Fórmula de Área Urbanizada de la Administración Federal de Tránsito.



My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
204 W. Main Street  
Johnson City, TN 37604

AFFIDAVIT OF PUBLICATION

AD# 1598320

DATES: 6-13-2022

**Notice of Public Meeting**  
The Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization will meet Tuesday, June 21, 2022 at 10:00 a.m. in the Training Room at the Johnson City Transit Center, 137 West Market St, Johnson City, TN, which is ADA accessible. The Board will consider adopting Amendment No. 6 for the FY 2020-2023 TIP, Amendment No. 2 for the Public Participation Plan, adopting transit asset management and safety targets, and also consider endorsement of the fiscally constrained list of projects recommended for the update to the Metropolitan Transportation Plan. The public is invited to attend. Complete agenda is available at [www.lcmtpo.org](http://www.lcmtpo.org). To request

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 6-13-2022 and ending on 6-13-2022.

  
Teresa Hicks

Sworn to and Subscribed before me this 6 13 2022  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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AFFIDAVIT OF PUBLICATION

AD# 1598320

DATES: 6-13-2022


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Teresa Hicks makes the oath  
daily newspaper published in  
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6-13-2022

**Notice of Public Meeting**  
The Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization will meet Tuesday, June 21, 2022 at 10:00 a.m. in the Training Room at the Johnson City Transit Center, 137 West Market St, Johnson City, TN, which is ADA accessible. The Board will consider adopting Amendment No. 6 for the FY 2020-2023 TIP, Amendment No. 2 for the Public Participation Plan, adopting transit asset management and safety targets, and also consider endorsement of the fiscally constrained list of projects recommended for the update to the Metropolitan Transportation Plan. The public is invited to attend. Complete agenda is available at [www.jcempo.org](http://www.jcempo.org). To request special accommodations, please call 434-6272 or email [jcempo@jcempo.org](mailto:jcempo@jcempo.org).

**Convocatoria de la Junta Pública**  
El Consejo Ejecutivo de la Organización de Planificación Johnson City Metropolitana de Transporte se reúnen el martes, 21 de junio de 2022 a las 10:00 a.m. en la Sala de Entrenamiento en el Centro de Tránsito Johnson City, 137 West Market St, Johnson City, TN, que es ADA accesible. La Junta considerará adoptar la Enmienda No. 6 para el TIP para el año fiscal 2020-2023, de la Enmienda No. 2 para el Plan de Participación Pública, la adopción de objetivos de seguridad y gestión de activos de tránsito, y también considerará la aprobación de la lista de proyectos fiscalmente restringidos recomendados para la actualización del Plan de Transporte Metropolitano. El público está invitado a asistir. La agenda completa se encuentra disponible en [www.jcempo.org](http://www.jcempo.org). Para solicitar acomodaciones especiales, por favor llame al 434-6272 o por correo electrónico [jcempo@jcempo.org](mailto:jcempo@jcempo.org).

  
Teresa Hicks

Sworn to and Subscribed before me this

6 13 2022  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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Appendix B: Memorandum of Agreement

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

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

**INTRODUCTION:**

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

**DEFINING THE STIP/TIP:**

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

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

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



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

### **STIP/TIP AMENDMENT:**

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

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

### **AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:**

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

#### Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;

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

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

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

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

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

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

#### STIP/TIP ADMINISTRATIVE MODIFICATIONS:

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

- A minor change in the total project cost (see Table A)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes or to correct minor

clerical errors or discrepancies; or

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

**ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:**

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

Documentation:

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

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

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

**AUTHORIZATION:**

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

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

**PROJECT COST CHANGE THRESHOLDS:**

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

TABLE A

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

**PROJECT PHASE OVERRUNS AND UNDERRUNS:**

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

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

### **PROJECT GROUPINGS:**

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

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

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

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

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

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

**PROCESS REVIEW:**

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

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

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

**SIGNATURES:**

  
\_\_\_\_\_  
Jenny Brock, Chair  
Johnson City MTPO Executive Board

20 Dec 2019  
Date

  
\_\_\_\_\_  
Clay Bright, Commissioner  
Tennessee Department of Transportation

1/27/2020  
Date

## **APPENDIX A: CORRESPONDENCE STANDARDS**

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

### *Amendment Documentation:*

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

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

### *Modification Documentation:*

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

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

## 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.



Grouping	Function	Allowable Work Types
Safety Grouping TIP # 2090595	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.	
Safety Grouping TIP # 2090595	<p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> <li>• Consistency with SHSP,</li> <li>• Crash experience, crash potential, or other data-supported means,</li> <li>• Compliance with the requirements of Title 23 of the U.S.C., and</li> <li>• State’s strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.</li> <li>• Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection safety improvements</li> <li>• Pavement and shoulder widening (including a passing lane to remedy an unsafe condition)</li> <li>• Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians</li> <li>• Installation of skid-resistant surface at intersections or locations with high crash frequencies</li> <li>• Improvements for pedestrian or bicyclist safety</li> <li>• Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices</li> <li>• The conduct of a model traffic enforcement activity at a railway-highway crossing</li> <li>• Construction of a traffic calming feature</li> <li>• Elimination of a roadside hazard</li> <li>• 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</li> <li>• Installation of emergency vehicle priority control systems at signalized intersections</li> <li>• Installation of traffic control or other warning devices at locations with high crash potential</li> <li>• Transportation safety planning</li> </ul>

- 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.

Grouping Category	Function of Grouping Activities	Allowable Work Types
Safety Grouping (Section 130 or HSIP-R)  TIP # 2090595	Activities included as part of the Highway Railroad Grade Crossing program:	<ul style="list-style-type: none"> <li>• Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings.</li> <li>• Reconstruction of existing railroad grade crossing structures.</li> <li>• Relocation of highways to eliminate grade crossings.</li> <li>• Installation of protective devices.</li> </ul>
Grouping Category	Function of Grouping Activities	Allowable Work Types
National Highway System Infrastructure Grouping TIP # 2090560	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including	
Grouping Category	Function of Grouping Activities	Allowable Work Types
National Highway System Infrastructure Grouping  TIP # 2090560	<ul style="list-style-type: none"> <li>• Rehabilitation, resurfacing, restoration, preservation, and operational improvements,</li> <li>• Traffic operations,</li> <li>• Bridge and tunnel improvements,</li> <li>• Safety improvements,</li> <li>• Bicycle and pedestrian improvements, and</li> <li>• Environmental mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps.</li> <li>• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:</li> <li>• Infrastructure-based intelligent transportation systems (ITS) capital improvements.</li> </ul>

- 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:
- 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.

Grouping Category	Function of Grouping Activities	Allowable Work Types
Surface Transportation Program Grouping TIP # 2090565	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <p>Projects and programs for the preservation and improvement of the conditions and performance of</p>	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <p>Activities previously authorized under the Surface Transportation Program (STP):</p>

Federal-aid highways and public roads, including:

- 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 U.S.C. 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,
- Historic preservation,
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility,
- Community improvement activities,
- 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:
  - 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:

- 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 U.S.C. 213(B), 23 U.S.C.. 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

Surface Transportation Program Grouping

- Transportation Enhancement projects,

Activities previously authorized under the Transportation Enhancement Program:

- 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,
- 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.

For the Johnson City MTPO TIP, these project awards will be in the TAP Grouping. TIP # 2020-09

- Safe Routes to School (SRTS) projects,

Infrastructure related activities:

- 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.

Surface Transportation Program Grouping

- Safe Routes to School (SRTS) projects,

Non-infrastructure related activities:

- 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
  - Funding for training, volunteers, and managers of safe routes to school program.

TIP # 2090565

Surface Transportation Program Grouping

- Transportation Alternatives projects,
- On- and off-road pedestrian and bicycle facilities,

Activities previously authorized under the Transportation Alternatives Program (TAP):

- Transportation Alternatives projects, construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including:
  - Sidewalk improvements.
  - Bicycle infrastructure.
  - Pedestrian and bicycle signals.
  - Traffic calming techniques.
  - Lighting and other safety-related infrastructure.
  - Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990

For the Johnson City MTPO TIP, these project awards will be in the TAP Grouping.  
TIP # 2020-09

	<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users</li> <li>• Construction of turnouts, overlooks, and viewing areas</li> </ul>
<p>Surface Transportation Program Grouping</p> <p>For the Johnson City MTPO TIP, these project awards will be in the TAP Grouping. TIP # 2020-09</p>	<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> </ul>	<p>Community improvement activities, which include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Inventory, control, or removal of outdoor advertising.</li> <li>• Historic preservation and rehabilitation of historic transportation facilities.</li> <li>• Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control.</li> <li>• Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the U.S.C.</li> </ul>
<p>Surface Transportation Program Grouping</p> <p>For the Johnson City MTPO TIP, these project awards will be in the TAP Grouping. TIP # 2020-09</p>	<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> </ul>	<p>Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:</p> <ul style="list-style-type: none"> <li>• Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.</li> <li>• Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats</li> </ul>
	<ul style="list-style-type: none"> <li>• Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Planning, designing, or constructing boulevards and other roadways largely in</li> </ul>



the right-of-way of former Interstate System routes or other divided highways

Surface  
Transportation  
Program  
Grouping

- Recreational Trail Program projects,

Recreational Trails Program activities under 23 U.S.C. 206.

- 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

TIP # 2090565

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## 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:

**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 (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).

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 and maintenance 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 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.

The time period for use of CMAQ funds is limited, specifically with the funds used for the operation of services and facilities. Previously, the operating assistance funds were allowable for use over a period of

three years; however, those funds may now be used over the course of a five-year period in an effort to allow for an incremental reduction in assistance.

**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.

**Federal Lands Access Program (FLAP)** This program 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 U.S. 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.

**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.

**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 23 USC § 148—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, with eligibilities initially carried forward under the Transportation Alternatives Program (TAP). Under the FAST Act, SRTS activities are carried forward under the Surface Transportation Block Grant Program (STBG) . 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** 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.

**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, but are not limited to:

- 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 storm water 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 USC 101(a)(29) (MAP-21 1103):

- o 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.

- o 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.

- o Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

- o Construction of turnouts, overlooks, and viewing areas.

- o 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 transportation project eligible under title 23.

- o Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to;

Address storm water 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.

- o 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.

o 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.

o 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 TAP funding).

Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STBG 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 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.