



# Fiscal Years 2023 – 2026 Transportation Improvement Program

ADOPTED DECEMBER 13, 2022  
AMENDED AUGUST 15, 2023,  
NOVEMBER 8, 2023, AND AUGUST 7, 2024



**This Fiscal Years (FYs) 2023 – 2026 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.*

# Table of Contents

Metropolitan Transportation Planning Process Certification.....	5
Adoption Resolution .....	6
Amendment 1 Certification .....	7
Amendment 1 Resolution .....	8
Amendment 2 Certification .....	9
Amendment 2 Resolution .....	10
Amendments 3 and 4 Certification .....	11
Amendment 3 Resolution .....	12
Amendment 4 Resolution .....	13
List of Abbreviations .....	14
1 Introduction .....	16
1.1 About the Johnson City MTPO.....	16
1.2 Metropolitan Planning Area .....	16
1.3 Organizational Structure.....	16
1.4 Purpose of the Document.....	18
2 Program Development.....	19
2.1 Planning Horizon.....	19
2.2 Project Selection .....	19
2.3 Project Phases.....	19
2.4 Advanced Construction .....	20
2.5 National Goals of the Federal-Aid Highway Program.....	21
2.6 Federal Planning Factors .....	22
3 Public Participation .....	22
3.1 Coordination and Consultation Process .....	23
3.2 Title VI / Environmental Justice .....	24
3.3 ADA and Transition Plans.....	24
3.4 Public Transportation Program of Projects .....	25
3.5 Annual Listing of Obligated Projects.....	25
4 Financial Plan .....	25
4.1 Fiscal Constraint.....	25
4.2 Revenue Sources.....	25
4.3 Cost Estimation.....	26

4.4	Ongoing Maintenance and Operations Cost .....	26
4.5	Funding Programs .....	28
5	TIP Amendment and Modification Procedures.....	36
5.1	Project Thresholds .....	36
5.2	Amendments .....	36
5.3	Administrative Modifications .....	37
6	Status of Projects in FYs 2020-2023 TIP .....	38
7	Projects to Carryover from FYs 2020-2023 TIP to FYs 2023-2026 TIP .....	43
8	Illustrative Projects .....	44
9	Performance Measures and Targets.....	46
9.1	What is Performance-Based Planning and Programming? .....	46
9.2	Transportation National Goals with Performance Measures and Targets.....	47
9.3	Transit National Goals with Performance Measures and Targets.....	49
9.4	Linking Performance Measures and Targets to Project Selection from the MTP to the TIP	51
10	Individual Project Sheets for the FYs 2023 – 2026 TIP.....	57
Section A: Surface Transportation Block Grant Program – Local Allocation to MPO Projects (STBG-L) ... 59		
2017-16	Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way.....	60
2022-01	Downtown Johnson City Crosswalk Safety Project .....	61
2022-02	Johnson City Traffic Signal Grouping .....	62
2023-10	Linear Path and Tweetsie Trail Connector.....	63
2023-11	Roundabout at Overmountain Drive .....	64
2023-12	Overmountain Drive Extension.....	65
2023-13	Traffic Management Center .....	66
2023-16	Christian Church Road Improvements.....	67
2023-17	Old Gray Station Road Section 2 at SR 75 Traffic Signal .....	68
2023-18	ITS Fiber Optic Expansion .....	69
Section B: Surface Transportation Block Grant Program – State Projects (STBG-S)..... 70		
2006-11	Knob Creek Road Extension – Section 1 .....	71
2090015	Knob Creek Road – Section 2 (06040) .....	72
2090565	Surface Transportation System Preservation and Operation Urban Grouping.....	73
Section C: Highway Safety Improvement Program (HSIP) .....		
2090595	Safety – Urban Grouping .....	75

Section D: National Highway Performance Program (NHPP) .....	76
2090560    National Highway System Preservation and Operation Urban Grouping .....	77
Section E: Transit Projects (FTA) .....	78
2023-01    JCT Transit Operating – Sec. 5307 .....	79
2023-02    JCT Capital – Sec. 5307 .....	80
2023-03    JCT Transit Capital – Sec. 5310 .....	81
2023-04    JCT Transit Capital – Sections 5307 & 5339 .....	82
2023-05    JCT Operating – Sec. 5317 (New Freedom) .....	83
2020-06    JCT Transit Operating – Sec. 5316 (Job Access).....	84
2023-07    NET Trans Operating Expenses.....	85
2023-08    NET Trans Capital Purchases (Revenue Vehicles).....	86
2023-09    NET Trans Mobility Management.....	87
2023-14    Enhanced Mobility of Seniors and Individuals with Disabilities Program Grouping	88
Section F: Transportation Alternatives .....	89
2023-19    Historic Covered Bridge Structural Rehabilitation.....	90
2023-15    Transportation Alternatives Program Grouping.....	91
Section G: Financial Summary Tables .....	92
Financial Summary of Highway Funds .....	93
Financial Summary of STBG-L Funds (Local Allocation to MPO).....	95
Financial Summary of Transit Funds .....	97
Appendix A: Public Participation Documentation.....	99
Appendix B: Memorandum of Agreement .....	113
Appendix C: Statewide Grouping Descriptions .....	122
Appendix D: Highway Funding Program Descriptions .....	141

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 this subpart;
- II. 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;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 11101 (e) of the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law") (Pub. L 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq*) and 49 CFR parts 27, 37, and 38;
- 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; and
- 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.

Signature: Randy Trivette  
Randy Trivette  
Chair, Johnson City MTPO Executive Board

Date: 12-13-2022

Ronnie Porter  
Ronnie Porter  
Director, TDOT Program Development &  
Administration Division

Date: 12/14/22

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

**To Approve and Adopt the Fiscal Years 2023 – 2026 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 Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL), 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 2050 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, along with numerous other grant opportunities provided for in the BIL; 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, from November 3, 2022 to November 16, 2022; 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 2023 – 2026 Transportation Improvement Program.

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

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Secretary

  
\_\_\_\_\_  
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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- 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 DOT 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. The 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; and
- 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

8-15-2023  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Secretary

8-15-2023  
\_\_\_\_\_  
Date



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

**To Amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add funding in Fiscal Year 2023 for the Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way project, along with revising the scope to add the installation of turn lanes**

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

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

**WHEREAS**, the Town of Jonesborough is building a new K-8 elementary school with a capacity for 1,100 students, with Tiger Way being the main route to the school from SR 34 (US 11E/E Jackson Blvd); and

**WHEREAS**, due to safety concerns, a traffic signal is being installed at this intersection and requires additional funding of \$68,000 (100% Federal) for Preliminary Engineering and Construction phases; and


**WHEREAS**, during design, it became necessary to add to the scope of the project by adding the installation of turn lanes for additional storage of queued vehicles and require additional funding of \$200,000 (\$160,000 Federal and \$40,000 local); and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2023 – 2026 Transportation Improvement Program to add funding in Fiscal Year 2023 for the Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way project, along with revising the scope to add the installation of turn lanes.

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

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Secretary

  
\_\_\_\_\_  
Date

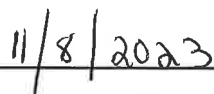
**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION**

**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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- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The 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;
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\_\_\_\_\_  
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 2023-2026 Transportation Improvement Program (TIP) to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024, along with revising the scope to add adjacent intersections**

**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 improving the area around Bobby Hicks Highway (State Route 75) and Old Gray Station Road, which is plagued by traffic congestion and bottlenecks; and

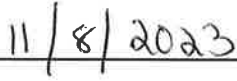
**WHEREAS**, due to address these concerns, the project requires additional funding of \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) and revision of the scope to add adjacent intersections; and

**WHEREAS**, this project is necessary to the overall improvement to the transportation network in the Johnson City MTPO; and


**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024, along with revising the scope to add adjacent intersections.



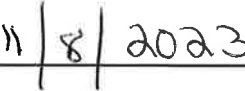
MTPO Executive Board, Chair



Date



MTPO Executive Secretary



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 DOT 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. The 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; and
- 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.



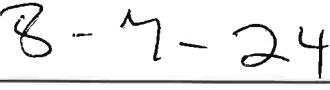
MTPO Executive Board, Chair



MTPO Executive Secretary



Date



Date

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

To amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) by amending the Old Gray Station Road Project to add a total of \$875,000, of which \$700,000 is Congressional Earmark DEMO funds and \$175,000 is local match, in Fiscal Year 2025 for the PE-N and PE-D phases, move the ROW phase to Fiscal Year 2025, move the CONST phase to Fiscal Year 2026, and reduce the scope

**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

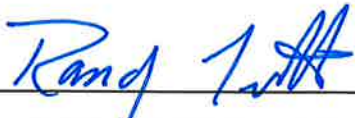
**WHEREAS**, the City of Johnson City is improving the area around Bobby Hicks Highway (State Route 75) and Old Gray Station Road, which is plagued by traffic congestion and bottlenecks; and

**WHEREAS**, to address these concerns, Representative Diana Harshbarger secured a Congressional Earmark of \$700,000 from the Highway Infrastructure Program (HIP) and these funds must be shown in the TIP, along with the local match of \$175,000;

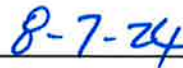
**WHEREAS**, due to estimated costs exceeding the budget, the project scope and termini were reduced to remove some elements; and

**WHEREAS**, this project is necessary to the overall improvement to the transportation network in the Johnson City MTPO; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) by amending the Old Gray Station Road Project to add a total of \$875,000, of which \$700,000 is Congressional Earmark DEMO funds and \$175,000 is local match, in Fiscal Year 2025 for the PE-N and PE-D phases, move the ROW phase to Fiscal Year 2025, move the CONST phase to Fiscal Year 2026, and reduce the scope.



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 2023-2026 Transportation Improvement Program (TIP) by adding the Knob Creek Road Extension – Section 1 project into the TIP and add \$850,000 (\$680,000 Federal and \$170,000 Local Match) to the PE-D phase in Fiscal Year 2024**

**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 turning over management of the Knob Creek Road Extension – Section 1 project to the Tennessee Department of Transportation (TDOT); and


**WHEREAS**, this project is the number one priority for the Johnson City MTPO and will replace a century-old one-lane underpass tunnel;

**WHEREAS**, due to estimated costs for TDOT staff to continue managing the project exceeding the current budget, additional funds of \$850,000 total (\$680,000 Federal and \$170,000 local match) are needed in the preliminary design (PE-D) phase; and

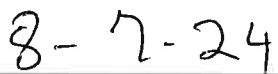
**WHEREAS**, this project is necessary to the overall improvement to the transportation network in the Johnson City MTPO; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) by adding the Knob Creek Road Extension – Section 1 project into the TIP and add \$850,000 (\$680,000 Federal and \$170,000 Local Match) to the PE-D phase in Fiscal Year 2024.

  
\_\_\_\_\_  
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
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
CAP	Capital Expenditure
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CONST	Construction
CRP	Carbon Reduction Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
E+C	Existing plus Committed
ER	Emergency Relief Program
IIJA	Infrastructure Investment and Jobs Act
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
IA	Improving Manufacturing Public Roads and Opportunities for a Vibrant Economy (IMPROVE) Act
ITS	Intelligent Transportation System
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 Regional Public Transit
NEVI	National Electric Vehicle Infrastructure Formula Program
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
RCP	Reconnecting Communities Program
ROW	Right of Way
RTP	Recreational Trails Program
SHSP	Strategic Highway Safety Plan
SR	State Route
SS4A	Safe Streets and Roads for All Grants
STBG-L	Surface Transportation Block Grant Program – Local Allocation to MPO
STBG-S	Surface Transportation Block Grant Program – State
STIP	State Transportation Improvement 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
UZA	Urbanized Area (redefined as urban area)
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 Surface Transportation Reauthorization Act – Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL);
- Previous Surface Transportation Reauthorization Act – Fixing America’s Surface Transportation (FAST) 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.

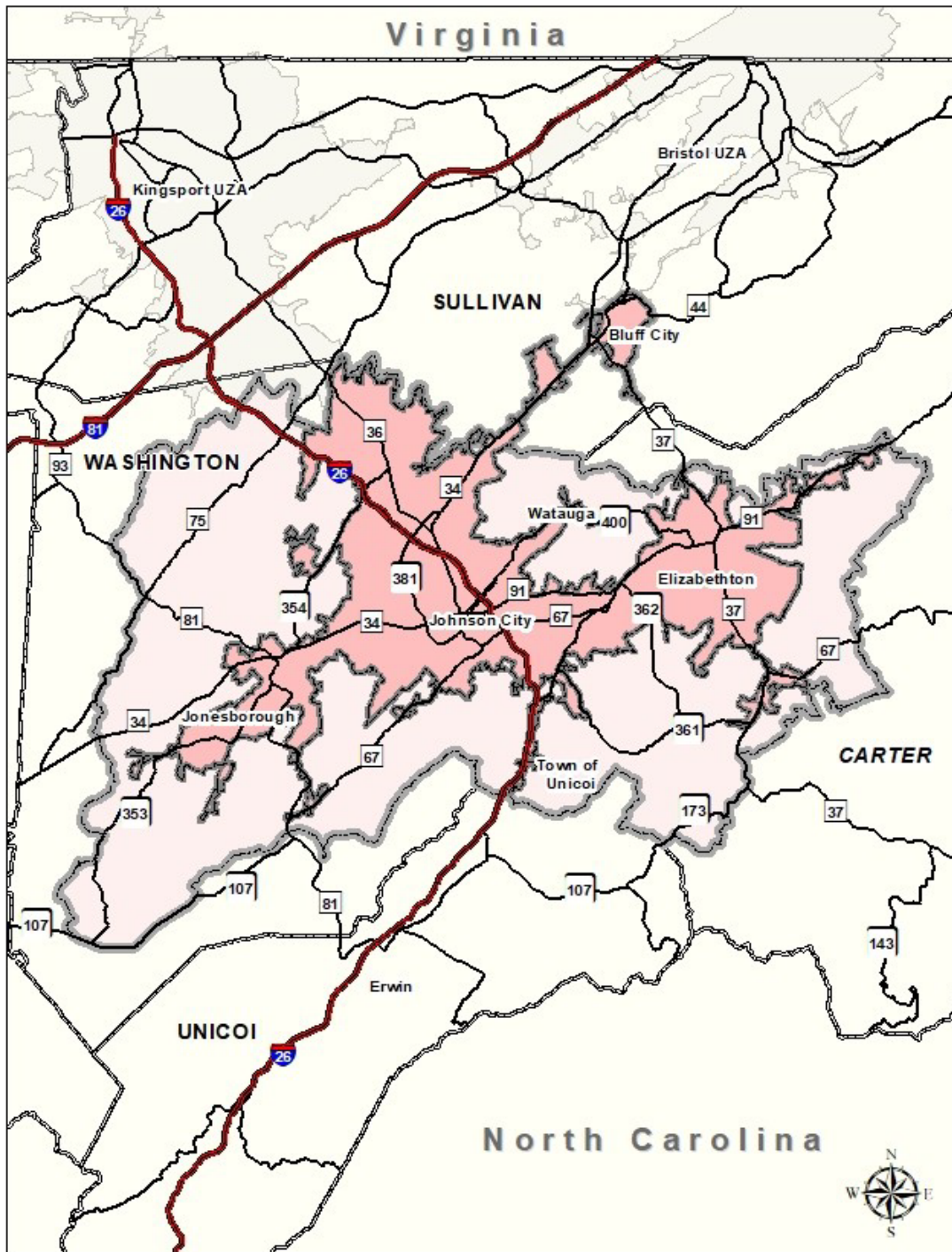
## 1.2 Metropolitan Planning Area

Under current federal law, at a minimum, any urbanized area (UZA) 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. Please note, in 2022, the Census Bureau defined areas as either rural or urban in new criteria and did away with the term urbanized area, even though the federal transportation law still refers to it. 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

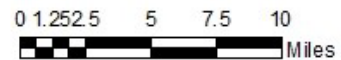
The Johnson City MTPO is comprised of an Executive Board, an Executive Staff (technical committee) and administrative staff. The Executive Board is the overall governing body for the Johnson City MTPO and is supported by the Executive Staff and the Johnson City MTPO administrative staff. The administrative staff of the Johnson City MTPO is housed by 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 11 shows the Organizational Structure of the Johnson City MTPO.

Figure 1  
Johnson City MTPO MPA Boundary



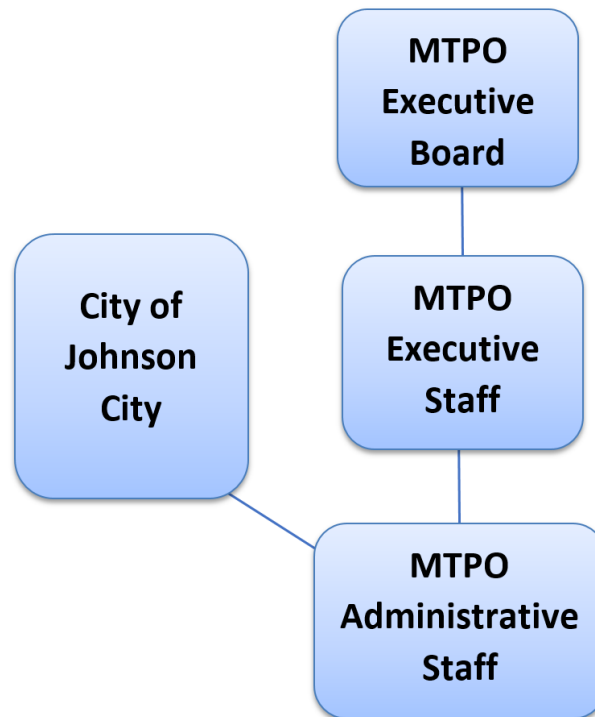
**Legend**

- 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 on 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 and Deployment Plan, 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.

### 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 (Long Range Plan #) Project Number or state the project is consistent with the overall objectives with the MTP. The 2045 MTP was adopted on February 22, 2018. A new 2050 MTP is currently in the draft process and will be adopted on or before February 22, 2023. 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, 2022 to September 30, 2026. The previous TIP covered the FFYs period of October 1, 2019 to September 30, 2023 and was adopted on December 20, 2019. The next TIP will cover the FFYs period of October 1, 2025 to September 30, 2029, and the development cycle will begin in early 2025.

### 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 44. A call for projects was issued on October 27, 2021. The MTPO staff held a TIP workshop on November 16, 2021. Several new highway and ITS projects were submitted by mid-March 2022. 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 projects. The final TIP, after state and federal review, 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 MTP or consistent with the MTP. 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 reasonably expected to be available in order to ensure the TIP remains fiscally constrained. **Table 2** on page 14 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**

<b>TIP Project Selection Criteria</b>		
<b>Regional Goal</b>	<b>Criteria</b>	<b>Points</b>
Safety and Security	Projects located on facilities with known safety issues for all users	30 points
Traffic Congestion Mitigation	Projects located on routes with existing capacity issues	20 points
Sustainable Growth and Livability	Projects that minimize future maintenance needs and do not impact natural or cultural resources, or disadvantage residents	40 points
Regional Access	Projects that provide access to projected population and employment growth in the region	10 points
<b>Maximum of 100 points</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 Goals of the Federal-Aid Highway Program

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 Title 23 of the CFR, Section 450.306 (b), 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://jcmpto.org/ppp.html>.

Throughout the development of the MTP, significant public input was gathered from online surveys and public meetings. 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 final 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 social media. 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)
Draft Document	Available online at <a href="http://www.jcmpo.org">www.jcmpo.org</a> and at the Johnson City MTPO office.
Comment Opportunities	<ul style="list-style-type: none"> <li>• <b>Public Meetings and Workshops;</b></li> <li>• <b>Electronic Surveys or Comment Forms;</b></li> <li>• <b>Posts on social media;</b></li> <li>• <b>During standard public meetings, such as Executive Board/Staff meetings; and</b></li> <li>• <b>In person or by mail to the Johnson City MTPO Office</b></li> </ul>
Public Notice & Comment Period	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 social media. <a href="http://www.jcmpo.org/">http://www.jcmpo.org/</a>
Public Meeting Notice	Published a minimum of seven (7) calendar days prior to the public meeting in the Johnson City Press, on the website and on social media.
Amendment Notice	Amendments to the TIP will follow the same public review process and procedures as that of TIP adoption.
Summary of comments received	A public comment summary will be made available to members of the Executive Board prior to the meeting for the TIP adoption/amendment. Written and verbal comments are summarized and incorporated into the final document. If significant changes are made after addressing the comments, additional opportunity for public comment will be provided.
Final, adopted document availability	The final, adopted TIP document will be available on the Johnson City MTPO website and at the administrative office.



### 3.2 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. 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://jcmpo.org/titlevi.html>. Staff has also published a Title VI notice in the Johnson City Press in January 2022, in both English and Spanish languages. The TIP document can also be translated into another language, upon request.

### 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	✓	✓	✓	Fall 2022
City of Johnson City, TN	✓	✓	✓	✓
Town of Jonesborough, TN	✓	✓	✓	✓
Carter County, TN	✓	✓	✓	✓
Sullivan County, TN	✓	✓	✓	✓
Washington County, TN	✓	✓	✓	✓

### 3.4 Public Transportation Program of Projects

Local public transportation providers rely on their 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, and on social media. The listing will be distributed and discussed at the Executive Board/Staff meetings, along with the listing emailed to the distribution list.

## 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 IIJA (BIL). Therefore, the TIP is "fiscally constrained."

### 4.2 Revenue Sources

The annual allocation of Surface Transportation Block Grant Program – Local Allocation to MPO funds (STBG-L) for the Johnson City Urbanized Area is estimated at \$1,820,268 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 IIJA (BIL), expires on September 30, 2026. STBG-L funds are allocated by TDOT to the small MPOs and is 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 5310 and 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 5% inflation rate. This rate was determined in consultation with TDOT Programming Division. The TIP is required to be fiscally constrained.

### 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 81. In the event Federal transportation funds were made available for maintenance and operations projects, it would be identified in the TIP.

**Table 5**

<b>Highway Maintenance and Operations Budgets – FFY 2023</b>		
<b>Jurisdiction</b>	<b>Estimated Annual Revenues</b>	<b>Estimated Annual Costs</b>
Town of Bluff City, TN	\$291,567	\$291,567
City of Elizabethton, TN	\$2,380,660	\$2,380,660
City of Johnson City, TN	\$16,360,818	\$16,360,818
Town of Jonesborough, TN	\$898,837	\$898,837
Town of Unicoi, TN	\$140,967	\$140,967
Town of Watauga, TN	\$12,334	\$12,334
Carter County, TN*	\$2,038,314	\$2,038,314
Sullivan County, TN*	\$246,783	\$246,783
Unicoi County, TN*	\$24,671	\$24,671
Washington County, TN*	\$18,758,377	\$18,758,377
TDOT	\$2,567,758	\$2,567,758
<b>Total Annual Budget</b>	<b>\$43,721,086</b>	<b>\$43,721,086</b>

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

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 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)	\$4,033,395	\$4,033,395
Operating Assistance - Other FTA Programs (FTA 5310, Discretionary, etc.) (Federal & Non-Federal Match)	\$375,000	\$375,000
TDOT State Operating Assistance Program (UROP) (State & Local Match)	\$728,700	\$728,700
TDOT Critical Trips (CRIT) Program (State & Local Match)	\$88,074	\$88,074
<b>Total Annual Budget</b>	<b>\$5,225,169</b>	<b>\$5,225,169</b>

## 4.5 Funding Programs

Over the years, new transportation authorizations have eliminated, consolidated, or created transportation funding programs. The newest transportation authorization, the IIJA (BIL), is a five-year authorization enacted on November 15, 2021. The previous bill, the FAST Act, expired September 30, 2020 and was extended several times until December 2021. **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 IIJA (BIL) 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. The tables are broken out by Federal Highway Administration programs, Federal Transit Administration programs, and discretionary (competitive) grant programs available from each entity. Please note that there are other funding programs available in the IIJA (BIL) for transportation projects and activities; however, these programs were not reasonably expected to fund any of the projects in this TIP.

Table 7

Federal Transportation Funding Programs			
IIJA (BIL) Federal Programs	FAST Act Federal Programs	Description	Funding Ratio
<b>Federal Highway Administration - Formula Programs</b>			
<b>Bridge Formula Program (BFP)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Provides formula funds replace, rehabilitate, preserve, protect, and construct highway bridges.	80% Federal, 20% Non-Federal
<b>Carbon Reduction Program (CRP)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Provides formula funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval. DOT must certify that a State's strategy meets the statutory requirements.	80%-100% Federal, 0%-20% Non-Federal
<b>Emergency Relief Program (ER)</b>			
<b>Program is largely the same as it was under FAST Act, except wildfires was added to the list of natural disasters.</b>	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 Transportation Programs (FLTP) (FLAP)</b>			
<b>Program is largely the same as it was under FAST Act; however, FLAP projects are now 100% federal.</b>	<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. Eligible applicants include only state, county, tribal, or city government agencies that own or maintain the transportation facility.	80%-100% Federal, 0%-20% Non-Federal  FLAP is 100% Federal

<b>Highway Infrastructure Program (HIP)</b>			
<b>Program was updated by the IIJA (BIL) to include new formula and discretionary programs.</b>	Bridge Formula Program (BFP)	Provides formula funds to replace, rehabilitate, preserve, protect, and construct highway bridges.	80%-90% Federal, 0%-10% Non-Federal
<b>CRRSAA was a one-time special appropriation by Congress.</b>	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	Provides funding for activities eligible under section 133(b) of title 23, U.S.C. (Section III.A. of the Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) Implementation Guidance).	100% Federal
<b>National Electric Vehicle Infrastructure Formula Program (NEVI)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.	80% Federal, 20% Non-Federal
<b>National Highway Freight Program (NHFP)</b>			
<b>Program is largely the same as it was under FAST Act.</b>	National Highway Freight Program (NHFP)	Provides funding for projects to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. 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>			
<b>Program is largely the same as it was under FAST Act, but adds a new goal for resiliency.</b>	National Highway Performance Program (NHPP)	Provides funding to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; 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; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.	80-90% Federal, 10-20% Non-Federal

<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Formula to States</b>			
<b>New program for the IIJA (BIL)</b>	Did not exist	Provides funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan.	Planning Grants 100% Federal; Resiliency Grants 80% Federal, 20% Non-Federal
<b>Surface Transportation Block Grant Program (STBG-L) (STBG-S)</b>			
<b>Program is largely the same as it was under FAST Act, but with added suballocation categories and eligible activities.</b>	Surface Transportation Block Grant Program (STBG) - State	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urban Clusters & Urbanized Areas. Other activities include Transportation Alternatives, Safety, and Rail-Highway Crossings.	80-90% Federal, 10-20% Non-Federal
	Surface Transportation Block Grant Program (STBG-L) – Local Allocation to MPO	Provides funding to urban areas of 50,000 to 200,000 in population for improvements on routes functionally classified urban collectors or higher. The State is to establish a process to consult with relevant metropolitan planning organizations and describe how funds will be allocated equitably.	80-90% Federal, 10-20% Non-Federal
	Transportation Alternatives (TAP)	This program is 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>Federal Transportation Funding Programs</b>			
<b>IJA (BIL) Federal Programs</b>	<b>FAST Act Federal Programs</b>	<b>Description</b>	<b>Funding Ratio</b>
<b>Federal Transit Administration Programs</b>			
<b>Urbanized Area Formula Grant (Section 5307)</b>			
<b>Program is largely the same as it was under FAST Act.</b>	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>			
<b>Program is largely the same as it was under FACT Act.</b>	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>			
<b>Program is largely the same as it was under FAST Act.</b>	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>Bus and Bus Facilities (Section 5339)</b>			
<b>Program is largely the same as it was under FAST Act.</b>	Federal Transit Administration Bus and Bus Facilities (FTA-5339)	Section 5339 is a formula grant program that provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities.	80% Federal, 20% Non-Federal

<b>Federal Discretionary (Competitive) Grant Programs</b>			
<b>IIJA (BIL) Federal Programs</b>	<b>FAST Act Federal Programs</b>	<b>Description</b>	<b>Funding Ratio</b>
<b>Federal Highway Administration Programs</b>			
<b>Bridge Investment Program (BIP)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory or to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.	80% Federal, 20% Non-Federal
<b>Charging and Refueling Infrastructure Program</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Provides competitive grant funding to support installation of facilities along the alternative fuel corridor established under federal law, except for projects under the Community grants program where facilities can be located on any public road or in other publicly accessible locations.	80% Federal, 20% Non-Federal
<b>Healthy Streets Program</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Provides competitive grant funding for the deployment of cool pavements and porous pavements and to expand tree cover and mitigate urban heat islands, to improve air quality, and other climate projects.	80%-100% Federal, 0%-20% Non-Federal
<b>Infrastructure for Rebuilding America (INFRA) Grants</b>			
<b>Program is largely the same as it was under FAST Act.</b>	INFRA Grants	Establishes the Nationally Significant Freight and Highway Projects (NSFHP) program, which provides competitive grants or credit assistance to nationally and regionally significant multimodal freight and highway projects that align with the program goals.	60% INFRA, 20% other Federal, 20- 40% non- federal
<b>Local and Regional Project Assistance Program (formerly RAISE/BUILD/TIGER Grant)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist (however, it codifies the RAISE grants from previous appropriations acts)	Projects with a significant local or regional impact that improve transportation infrastructure.	80% Federal, 20% Non-Federal

<b>National Infrastructure Project Assistance Program (“Mega-projects”)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects that cost \$100 million or more.	
<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Discretionary Grants</b>			
<b>New program for the IIJA (BIL)</b>	Did not exist	Provides funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan.	Planning Grants 100% Federal; Resiliency Grants 80% Federal, 20% Non-Federal
<b>Reconnecting Communities Pilot Program (RCP)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	50-80% Federal, 20-50% Non-Federal
<b>Safe Streets and Roads for All Grants (SS4A)</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Competitive program to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.	80% Federal, 20% Non-Federal
<b>Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.	80% Federal, 20% Non-Federal
<b>Wildlife Crossings Pilot Program</b>			
<b>New Program for the IIJA (BIL)</b>	Did not exist	Provides funding for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions; and improve habitat connectivity for terrestrial and aquatic species.	80% Federal, 20% Non-Federal

<b>Federal Discretionary (Competitive) Grant Programs</b>			
<b>IJA (BIL) Federal Programs</b>	<b>FAST Act Federal Programs</b>	<b>Description</b>	<b>Funding Ratio</b>
<b>Federal Transit Administration Programs</b>			
<b>Bus and Bus Facilities Discretionary Program (Section 5339)</b>			
<b>Program is largely the same as it was under FAST Act.</b>	Bus and Bus Facilities (Section 5339)	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	80% Federal, 20% Non-Federal  85% Federal for ADA vehicles
<b>Low or No Emissions Bus Discretionary Program (Section 5339)</b>			
<b>Program is largely the same as it was under FAST Act.</b>	Low or No Emission Bus (Section 5339)	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	80% Federal, 20% Non-Federal  85% Federal for ADA vehicles

## 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. A 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** below shows the project cost change thresholds, a sliding scale of the total programmed funds of all phases of a project that is shown within the approved TIP and how much of a percentage of that change triggers the amendment process or the administrative modification process. This applies to FTA projects as well as FHWA projects. For example, if the total programmed funds are \$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**

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

### 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 a 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 2020-2023 TIP

On November 16, 2021, the Johnson City MTPO held a TIP workshop for the Executive Staff to discuss the status of the MTPO's STBG balance and the need for new projects to program into the TIP. It was also announced at the Executive Board meeting on December 8, 2021, that a new TIP would be developed and issued a call for projects. An email was also sent to all members and the public about a call for projects in November 2021. With these notifications, 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 (2090565, STBG-State funds) (this grouping has a new name in this TIP called Surface Transportation System Preservation and Operation Urban Grouping);
- National Highway Performance Program Grouping (2090560, NHPP funds) (this grouping has a new name in this TIP called National Highway System Preservation and Operation Urban Grouping);
- Highway Safety Improvement Program Grouping (2090595, HSIP/PHSIP funds) (this grouping has a new name in this TIP called Safety – Urban Grouping); and
- Transportation Alternatives Program Grouping (2020-09, TAP funds).

**Table 9**

**Status of Projects in FYs 2020-2023 TIP**

TIP No. TDOT PIN	Project Name (Location)	Description	Status
2014-01 125528.00	Elk Avenue Bridge Repair (Elizabethton)	Repair and rehab the bridge due to deterioration	Complete
2017-01 127849.00	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.	Under Construction
2017-02 127426.00	SR 34 at Industrial Park Rd Traffic Signal Upgrade (Bluff City)	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.	Complete
2017-16 130739.00	Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way (Jonesborough)	Installation of a traffic signal at the intersection of State Route 34 (US 11E/East Jackson Blvd) and Tiger Way to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.	PE underway
2017-21 128783.00	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.	Fall 2022
2022-01 N/A	Downtown Johnson City Crosswalk Safety Project (Johnson City)	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.	Awaiting TDOT Contract
2022-02 N/A	Johnson City Traffic Signal Grouping (Johnson City)	Installation of traffic signals at various intersections in Johnson City to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.	Awaiting TDOT Contract



2010010 043975.01	State Route (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	Under Construction
2090015 124790.00	SR-XXX (Knob Creek Rd) (Johnson City)	Reconstruct 2 lane roadway addressing geometric issues	PE scheduled for 2023
2017-14 125177.00	Traffic Signal for State of Franklin Rd and Harris Dr (Johnson City)	Installation of traffic signal at the intersection of SR381 (State of Franklin Rd) and Harris Drive to improve safety and congestion, such as mast arms, emergency pre-emption devices, advanced traffic controls, etc.	Complete
2090110 112457.00	I-26 Exit 24 (Johnson City)	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.	Project Closed Out

**Table 10**

**Status of FTA Transit Projects**

TIP No.	Project Name (Agency)	Description	Status
2020-01	JCT Transit Operating (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
2020-02	JCT Capital – Sec. 5307 (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
2020-03	JCT Capital – Sec. 5307 & 5339 (Johnson City Transit)	Acquisition of paratransit vehicles, buses, and/or technology	9 buses delivered; 4 paratransit vehicles acquired, with 3 more ordered; Heavy duty lift replaced in garage; Purchased paratransit routing software
2020-04	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
2020-05	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

2020-06	JCT Capital – Sec. 5310 (Johnson City Transit)	Funds capital purchases and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service.	On-Going
2020-07	NET Trans 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
2020-08	Enhanced Mobility for Seniors and Individuals with Disabilities (Grouping)	Section 5310 transit formula funding awarded by TDOT to area agencies for capital vehicle purchases from statewide contract	2 vehicles acquired
2020-10	NET Trans Capital Project (NET Trans)	Section 5339 funds that will be used to purchase vehicles for use within the Johnson City Urbanized Area	In process of ordering

## 7 Projects to Carryover from FYs 2020-2023 TIP to FYs 2023-2026 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 2023-2026 TIP. **Table 11** below lists the carryover projects.

**Table 11**  
**Projects to Carryover**

TIP No. TDOT PIN	Project Name (Location)	Description
2017-16 130739.00	Traffic Signal for SR 34 (US 11E/E Jackson Blvd.) & Tiger Way	Installation of a new traffic signal to improve safety and congestion including such items as mast arms, emergency pre-emption devices and advanced traffic controls, etc.
2022-01	Downtown Johnson City Crosswalk Safety Grouping	Improve safety by upgrading lighting at downtown Johnson City crosswalks and correcting American with Disability access issues, including meeting PROWAG.
2022-02	Johnson City Traffic Signal Grouping	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.
2090015 124790.00	SR-XXX (Knob Creek Rd.)	Reconstruct 2 lane roadway addressing geometric issues

## 8 Illustrative Projects

**Table 12** on the next page provides a listing of illustrative projects, some of 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 2023-2026 TIP in order to be funded.

The first project is the Knob Creek Road project, from Mizpah Hills Drive to Marketplace Blvd. Johnson City is currently finishing up the PE and ROW phases of this project before they will hand it off to TDOT staff to manage construction. Once that happens and TDOT programs the funding for construction, this project will be amended into the TIP.

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 Projects**

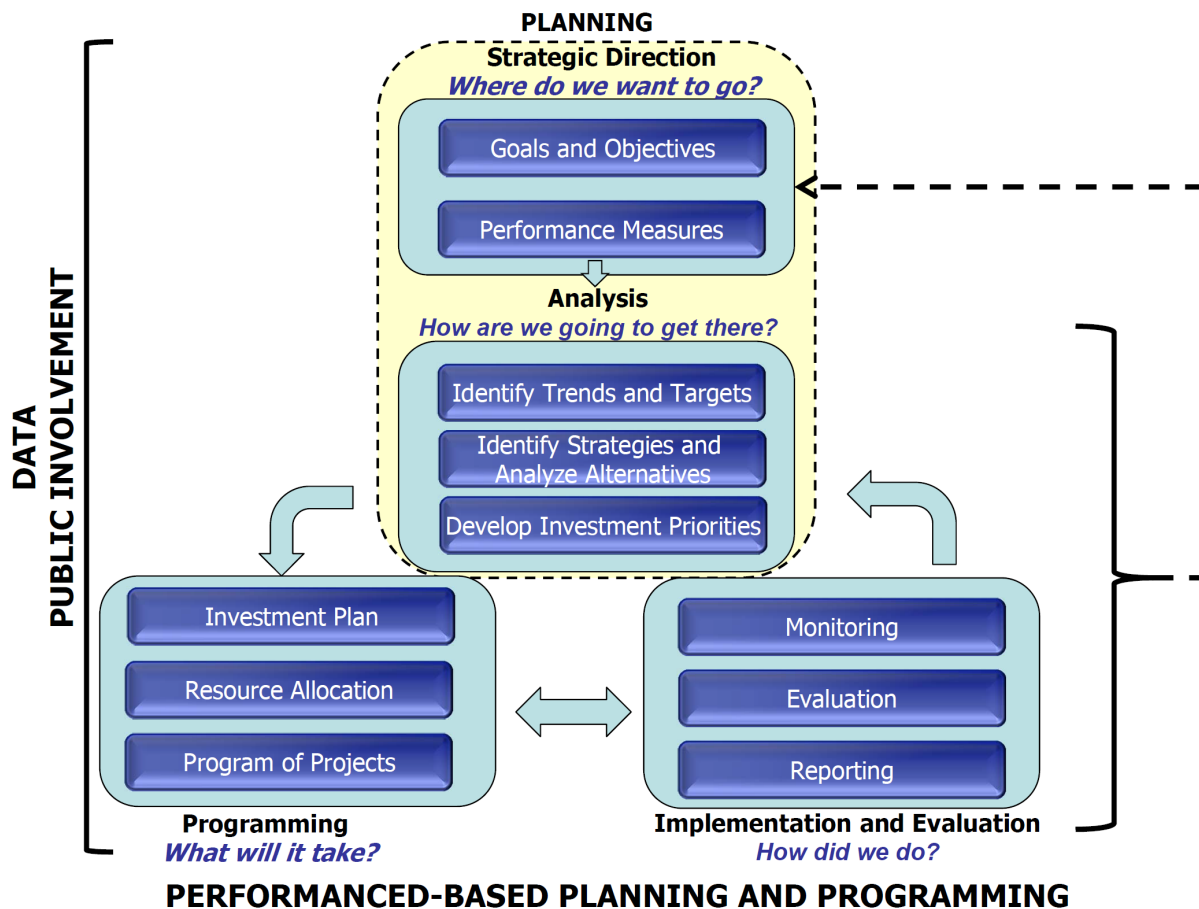
Project Name	From	To	Length Miles	Type of Improvement	Project Description	Phase	Estimated Cost
<b>Knob Creek Rd Extension</b>	West of Mizpah Hills Dr	Market Place Blvd	0.939	Reconstruction	Construct a new 5-lane road with overpass crossing CSX RR	CONST	\$31,201,810
<b>Jonesborough Parkway</b>	SR-354 (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, and also continued by the IJIA (BIL). 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 3** 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 3**



## 9.2 Transportation National Goals with Performance Measures and Targets

Section 2.5 on page 14 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 (2017-2021)<sup>1</sup></b>	<b>Performance Target for 2019-2023<sup>2</sup></b>	<b>Status for TDOT/MTPO</b>
<b>Safety</b>	Total number of traffic-related fatalities on all public roads	1,148.6	1,308.2	Targets established by TDOT on August 31, 2022 and by Johnson City MTPO on December 13, 2022
	Rate of traffic-related fatalities on all public roads per 100 million VMT <sup>3</sup>	1.417	1.601	
	Total number of traffic-related serious injuries on all public roads	5,995.6	6,069.4	
	Rate of traffic-related serious injuries on all public roads per 100 million VMT	7.416	7.424	
	Total number of non-motorized fatalities and serious injuries on all public roads	546.4	600.9	

<sup>1</sup> The baseline is based on preliminary figures from early 2022. FHWA will determine the final figures in early 2023.

<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 October 1, 2022; and by Johnson City MTPO by April 1, 2023
	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%	5.0%	
<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 October 1, 2022; 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 October 1, 2022; and by Johnson City MTPO by April 1, 2023
	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 October 1, 2022; and by Johnson City MTPO by April 1, 2023
<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 October 1, 2022; 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 transit safety targets are shown in **Table 16** on page 44.

**Table 15**

<b>Transit National Goals, Performance Measures and Targets</b>				
<b>National Goal</b>	<b>Performance Measure</b>	<b>Baseline (June 2022)</b>	<b>Performance Target (June 2023)</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 - 15% Minivan - 44% Vans - <25%	Bus - 0% Cutaway - <15% Minivan - 22% Vans - <25%	Public transportation providers established targets on April 29, 2022; Johnson City MTPO established targets on June 22, 2022
	<b>Equipment:</b> The percentage of non-revenue service vehicles (by type) that exceed the ULB	Service Vehicles - 60%	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 no providers operate passenger trains	Not applicable as no providers 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>Performance Target</b>		<b>Status for Public Transportation Providers / MTPO</b>
		<b>Number</b>	<b>Rate per 100K VRM*</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	JCT: 0 NET Trans: 0	JCT: 0 NET Trans: 0	Public transportation providers established targets on April 29, 2022; Johnson City MTPO established targets on June 22, 2022
	<b>Injuries:</b> Total number of reportable injuries and rate per total vehicle revenue miles by mode	JCT: 1 NET Trans: 2	JCT: 0.000021 NET Trans: 0.08	
	<b>Safety Events:</b> Total number of reportable events and rate per total vehicle revenue miles by mode	JCT: 2 NET Trans: 3	JCT: 0.33 NET Trans: 0.12	
	<b>System Reliability:</b> Mean distance between major mechanical failures by mode	JCT: 25 NET Trans: 15	Miles between major Mechanical Failures JCT: 24,000 NET Trans: 163,748	

\*VRM – Vehicle Revenue Miles

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

Section 2.2 on page 12 of this TIP document describes the process and the criteria that are used to select projects to include in the TIP. There are both new projects and projects that are carried over from previous TIPs. Projects were scored and prioritized. The project selection criteria were updated to reflect the criteria in the new MTP. TIP projects 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>	Safety and Security
<b>Pavement / Bridge Condition</b>	Sustainable Growth and Livability <i>(Please note: TDOT currently maintains and manages projects on the interstate and NHS routes in the Johnson City MTPO MPA)</i>
<b>Congestion Reduction</b>	Traffic Congestion Mitigation <i>(Please note: the Johnson City MTPO MPA is an attainment area and is not eligible for CMAQ funding)</i>
<b>System Reliability</b>	Traffic Congestion Mitigation <i>(Please note: TDOT currently maintains and manages projects on the interstate and NHS routes in the Johnson City MTPO MPA)</i>
<b>Freight Movement &amp; Economic Vitality</b>	Regional Access <i>(Please note: TDOT currently maintains and manages projects on the interstate and NHS routes in the Johnson City MTPO MPA)</i>
<b>Environmental Sustainability</b>	Sustainable Growth and Livability <i>(Please note: the Johnson City MTPO MPA is an attainment area and is not eligible for CMAQ funding)</i>
<b>Transit Asset Management</b>	Traffic Congestion Mitigation Regional Access Sustainable Growth and Livability
<b>Transit Safety</b>	Safety and Security

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 Johnson City MTPO reviewed all the projects in the TIP for inclusion and compliance with the MTPO’s adopted MTP, which includes the National Goals for Performance-Based Planning. The Johnson City 2045 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 and the incorporation of the performance measures will occur in the next cycle of the MTP update, which is scheduled to be adopted in February 2023.

**Table 18** on the next page demonstrates the linkage between the goals and objectives within the MTP to the federal planning factors and national goals in the IJJA (BIL). 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

Linking MTP Goals to National Goals			
MTP Goals	MTP Objectives	IIJA (BIL)	
		Federal Planning Factors	National Goals
<b>Goal #1: Improve Safety and Security throughout the MTPO Area Transportation System</b>	<b>Objective:</b> Reduce crash rates for serious injuries and fatalities	Increase the <b>safety</b> of the transportation system for motorized and non-motorized users.  Increase the <b>security</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 the number of secondary traffic crashes		
	<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)		
	<b>Objective:</b> Encourage partnerships with other transportation and non-transportation agencies to enhance transportation safety and security		
	<b>Objective:</b> Increase the transportation system’s resilience to climate change and extreme weather		
<b>Goal # 2: Mitigate Traffic Congestion along Major Routes of the MTPO Area</b>	<b>Objective:</b> Reduce travel delays between major attractions in the MTPO 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>System reliability</b> - Improve the efficiency of the
	<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 strategies		

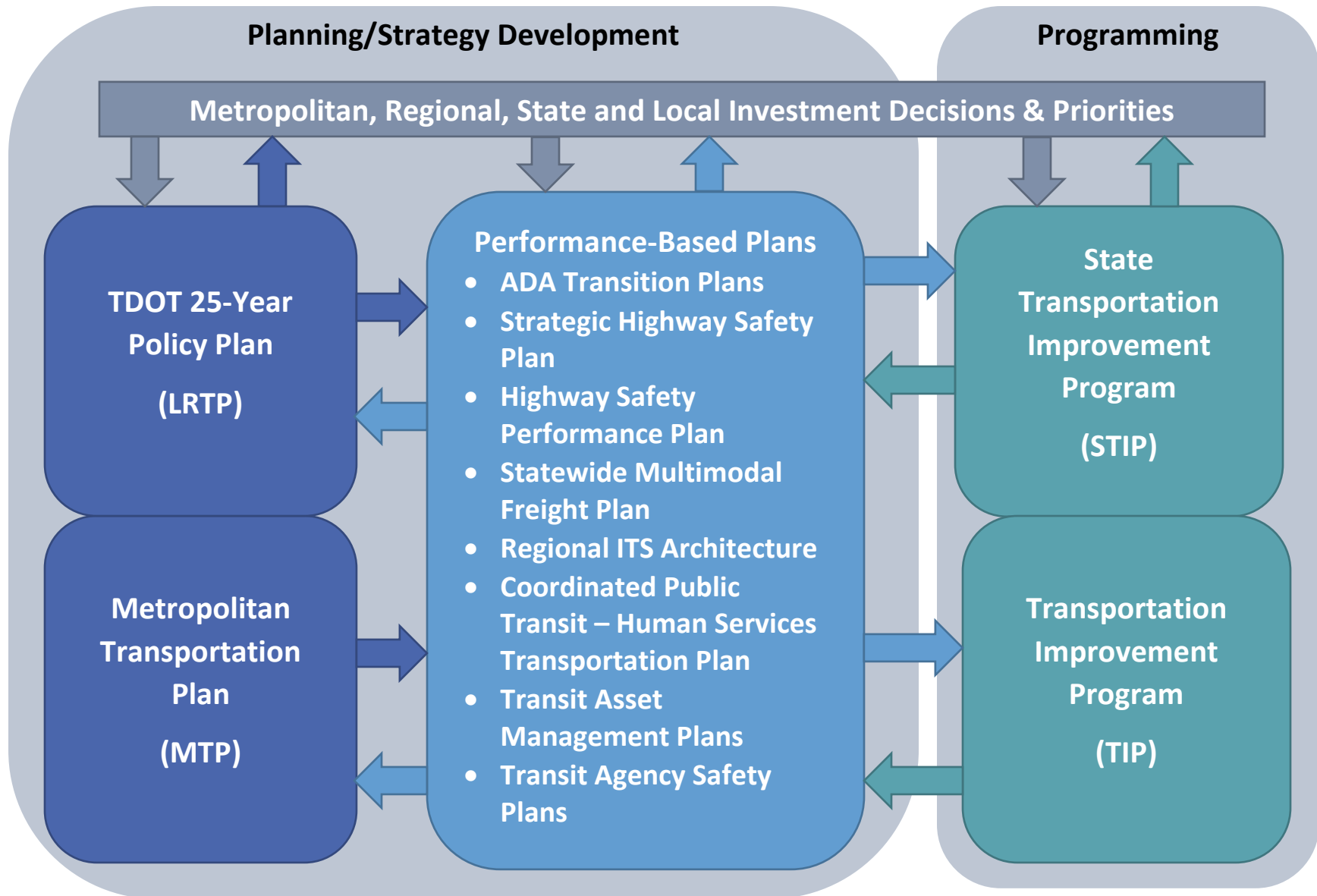
	<b>Objective:</b> Enhance the flow of raw materials and manufactured products		surface transportation system.
<b>Goal # 3: Promote Sustainable Economic Growth and Livability by Enhancing the MTPo Area Transportation System</b>	<b>Objective:</b> Maintain what we have and take a “state of good repair” approach to our community’s transportation assets	Emphasize the <b>preservation</b> of the existing transportation system.	<b>Infrastructure condition</b> - Maintain the highway infrastructure asset system in a state of good repair.  <b>Environmental sustainability</b> - Enhance the performance of the transportation system while protecting and enhancing the natural environment.
	<b>Objective:</b> Invest in the integration and connectivity of the transportation system, across and between modes, for people and freight, to support sustainable economic development and improve quality of life	Improve the <b>resiliency</b> of the transportation system and reduce or mitigate stormwater impacts of surface transportation. 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.	
	<b>Objective:</b> Promote alternative forms of transportation (such as walking, biking, and transit)		
	<b>Objective:</b> Support transportation investments that minimize adverse impacts of surface transportation to historical, social, cultural, and natural environments, including stormwater impacts, and reduce transportation impacts on air-quality		
<b>Goal # 4: Enhance Regional Access to and from the MTPo Area (continued on the next page)</b>	<b>Objective:</b> Maintain and improve access to regional areas outside of the MTPo area	Enhance the <b>integration</b> and <b>connectivity</b> of the transportation system, across and between modes, for people and freight.	<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.
	<b>Objective:</b> Support transportation investments and policies that work to create jobs and improve access for people, tourism, places, and goods while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway’s capacity and safety	Enhance <b>travel</b> and <b>tourism</b> .	
	<b>Objective:</b> Strategically target transportation investments to areas supportive of and conducive to growth and redevelopment initiatives	Support the <b>economic vitality</b> of the metropolitan area, especially by enabling global competitiveness,	

<p><b>Goal # 4: Enhance Regional Access to and from the MTPO Area (continued)</b></p>		<p>productivity, and efficiency.</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 4** 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 4**  
**Linkage of Investment Priorities to Programming Process**



## 10 Individual Project Sheets for the FYs 2023 – 2026 TIP

The following sections constitute the program of projects to be included in the FYs 2023-2026 TIP.

**Figure 5** on the next page demonstrates how to read the TIP project pages.

**Figure 5: How to Read a TIP Project Page**

**TIP Project Report**  
3/15/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2022-01			City of Johnson City
<b>State</b>	<b>County</b>	<b>County and/or City in which the project will be implemented</b>	
TN	Washington, Washington		
<b>State Route</b>	<b>Total Project Cost</b>	<b>Total Cost of completing the project, including all the phases of the project (some phases in the past)</b>	
	\$1,000,000		
<b>Project Name</b>			
Downtown Johnson City Crosswalk Safety Project			
<b>Termini</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 including meeting Public Right-of-Way Guidelines at crosswalks.			
<b>Long Range Plan #</b>	<b>Page Number in MTP</b>	<b>Conformity Status</b>	<b>If the project triggers air quality conformity (our area is in attainment)</b>
Section 4-3, page 4-29		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	HIP-CRRSAA	\$75,000	\$75,000	\$0	\$0
2023	PE-D	HIP-CRRSAA	\$75,000	\$75,000	\$0	\$0
2023	CONST	HIP-CRRSAA	\$548,197	\$548,197	\$0	\$0
2023	CONST	STBG-L	\$301,803	\$301,803	\$0	\$0
<b>Total</b>			<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>

Federal Fiscal Year (ex- FFY 2023 is October 1, 2022 - September 30, 2023)

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

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



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 – Local Allocation to MPO Projects (STBG-L)

**TIP Project Report**  
12/20/2024

Modified Page

<b>Last Revision</b> Modification 482	<b>Revision Date</b> 1/17/2025		
<b>TIP ID</b> JCM 2017-16	<b>PIN #</b> 130739.00	<b>Length in Miles</b>	<b>Lead Agency</b> Jonesborough
<b>State</b> TN	<b>County</b> Washington		
<b>State Route</b> SR-34	<b>Total Project Cost</b> \$887,600		

**Project Name**

Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way

**Termini**

Intersection of SR 34 (US 11E/East Jackson Boulevard) and Tiger Way

**Project Description**

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. Installation of turn lanes at the intersection of State Route 34 (US 11E/East Jackson Boulevard) and Tiger Way, to improve safety and congestion, by providing increased storage for queued vehicles.

**Long Range Plan #**

TSM, page 5-26

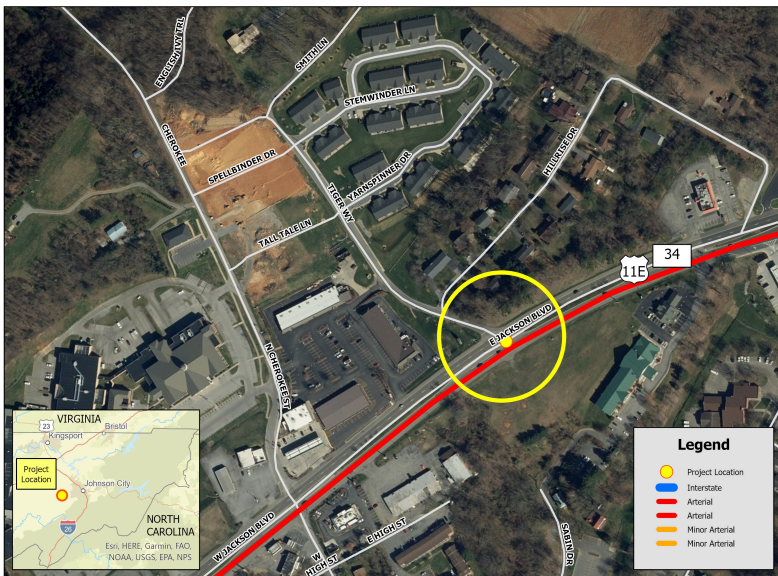
**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	STBG-L	\$20,000	\$20,000	\$0	\$0
2023	PE-D	STBG-L	\$25,000	\$25,000	\$0	\$0
2024	PE-N	STBG-L	\$5,000	\$4,000	\$1,000	\$0
2024	PE-D	STBG-L	\$18,000	\$14,400	\$3,600	\$0
2024	ROW	STBG-L	\$15,000	\$15,000	\$0	\$0
2025	CONST	STBG-L	\$504,000	\$504,000	\$0	\$0
2025	CONST	STBG-L	\$285,000	\$228,000	\$57,000	\$0
<b>Total</b>			<b>\$872,000</b>	<b>\$810,400</b>	<b>\$61,600</b>	<b>\$0</b>

Comments:

- PE-N of \$15,600 obligated on 8/3/2021.
- PE-N in the amount of \$9,400 Federal and PE-D in the amount of \$24,991.48 Federal was obligated 12/20/2022.
- Amendment 1 (STIP 34) (8/15/2023) - Amended to add \$268,000 (\$243,600 Federal and \$40,000 Local) in FY 2023. The scope has been revised to add the installation of turn lanes.
- Modification 4 (STIP 239) (2/14/2024) - Modified to break out PE-N and PE-D phases into 80/10/10 shares. Also, CONST was modified from 80/20 to 80/10/10 share. Some phases were moved to FY 2024.
- Modification 7 (STIP 283) (4/30/2024) - Modified to change the matching funds, currently 10% state and 10% local, to 20% state.
- Modification 10 (STIP 482) (1/17/2025) - Modified to add \$104,000 at 100% Federal and \$85,000 at 80/20% (\$68,000 Federal and \$17,000 State) to CONST and move the phase to FY 2025.



Traffic Signal for SR 34 (US 11E/ E Jackson Blvd) & Tiger Way

# TIP Project Report

7/11/2023

**Last Revision**  
**Modification 21**

**Revision Date**  
**07/11/2023**

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2022-01	133219.00		City of Johnson City
<b>State</b>	<b>County</b>		
TN	Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$1,000,000		

**Project Name**

Downtown Johnson City Crosswalk Safety Project

**Termini**

Intersections of: Buffalo St & S. Roan St; Buffalo St & W. Market St; Buffalo St & W. Main St; Buffalo St & W. State of Franklin Rd; Spring St & W. State of Franklin Rd; and S. Roan St & W. State of Franklin Rd.

**Project Description**

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.

**Long Range Plan #**

Section 4-3, page 4-29

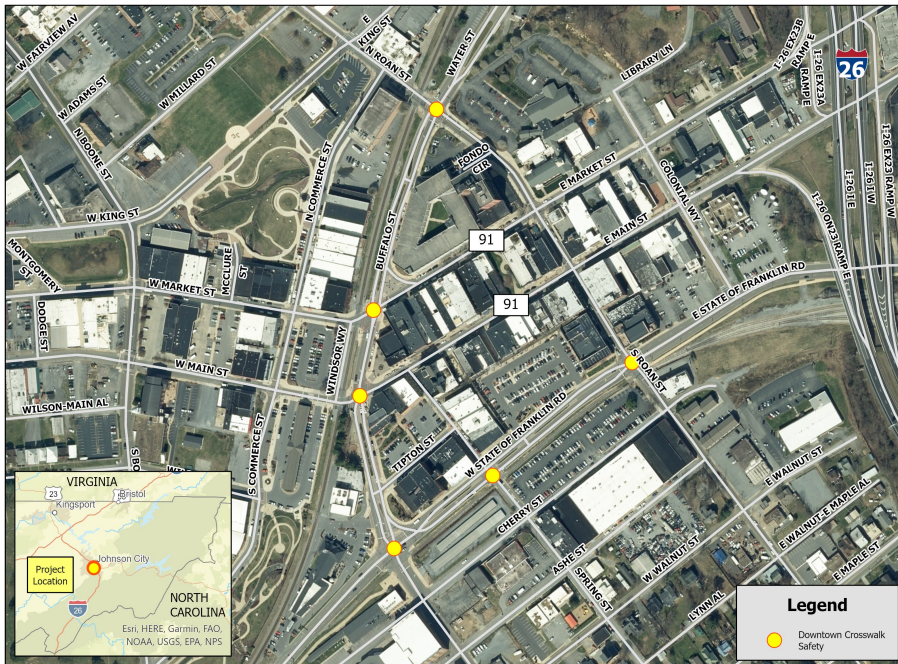
**Conformity Status**

Not Applicable

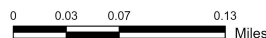
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	HIP-CRRSAA	\$75,000	\$75,000	\$0	\$0
2023	PE-D	STBG-L	\$75,000	\$75,000	\$0	\$0
2023	CONST	STBG-L	\$548,197	\$548,197	\$0	\$0
2023	CONST	STBG-L	\$301,803	\$241,442	\$0	\$60,361
<b>Total</b>			<b>\$1,000,000</b>	<b>\$939,639</b>	<b>\$0</b>	<b>\$60,361</b>

**Comments:**

- Modified to remove \$623,197 in CRRSAA-HIP funds (100% Federal) and add \$623,197 in STBG-L funds (100% Federal). The total project cost remains the same.



Downtown Johnson City Crosswalk Safety



## TIP Project Report 6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2022-02			Various
<b>State</b>	<b>County</b>		
TN	Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$3,875,000		

**Project Name**

Signalization Grouping

**Termini**

Throughout the Johnson City MTPO area

**Project Description**

This grouping will be used to fund installation of traffic signals in the Johnson City MTPO area to improve safety and congestion, such as mast arms, emergency pre-emption devices, CCTV, advanced signal controls, etc.

**Long Range Plan #**

TSM, Page 5-26

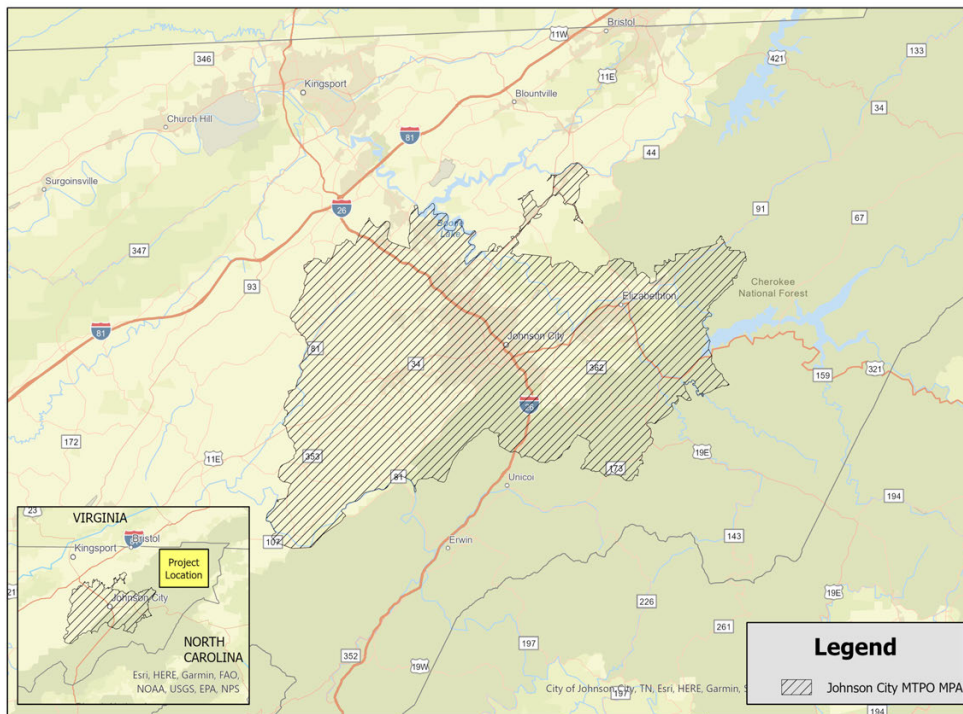
**Conformity Status**

Not Applicable

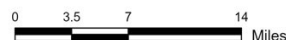
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE/ROW/CONST	STBG-L	\$2,375,000	\$2,375,000	\$0	\$0
2024	PE/ROW/CONST	STBG-L	\$500,000	\$500,000	\$0	\$0
2025	PE/ROW/CONST	STBG-L	\$500,000	\$500,000	\$0	\$0
2026	PE/ROW/CONST	STBG-L	\$500,000	\$500,000	\$0	\$0
<b>Total</b>			<b>\$3,875,000</b>	<b>\$3,875,000</b>	<b>\$0</b>	<b>\$0</b>

Comments:

- Johnson City: 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.



Signalization Grouping



## TIP Project Report 6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-10		0.23	Elizabethton
<b>State</b>	<b>County</b>		
TN	Carter		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$360,000		

**Project Name**

Linear Path and Tweetsie Trail Connector

**Termini**

Hattie Avenue, from Cedar Avenue to South Riverside Drive

**Project Description**

The proposed path along Hattie Avenue would connect the Linear Path at South Riverside Drive to the Tweetsie Trail at Cedar Avenue. The proposed connector is a ten foot wide path with a painted centerline that separates the five foot lanes in each direction and a minimum two foot buffer between vehicular traffic.

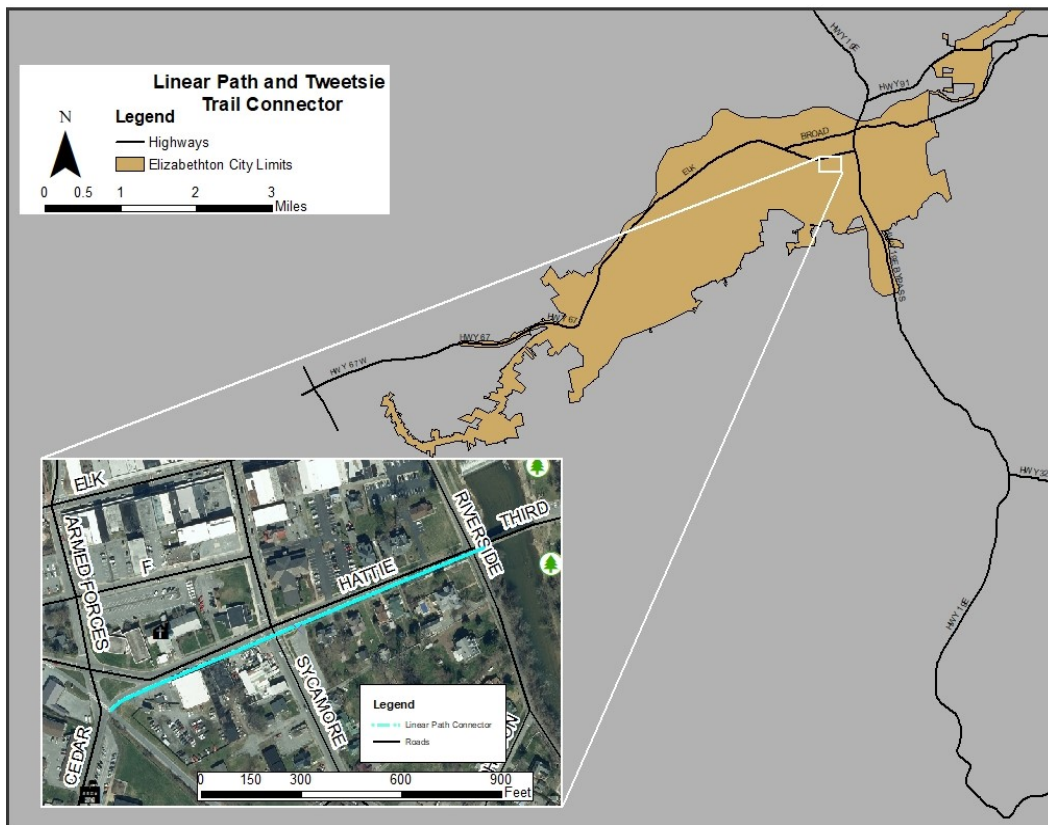
**Long Range Plan #**

TA, page 5-27

**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-N	STBG-L	\$30,000	\$24,000	\$0	\$6,000
2025	PE-D	STBG-L	\$30,000	\$24,000	\$0	\$6,000
2026	CONST	STBG-L	\$300,000	\$240,000	\$0	\$60,000
<b>Total</b>			<b>\$360,000</b>	<b>\$288,000</b>	<b>\$0</b>	<b>\$72,000</b>





# TIP Project Report

6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-11			Elizabethton
<b>State</b>	<b>County</b>		
TN	Carter		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$380,000		

**Project Name**

Roundabout at Overmountain Drive

**Termini**

Overmountain Drive, at Militia Court to the hospital access road

**Project Description**

The project is for the construction of a roundabout at the intersection of Overmountain Drive and the Walmart Access road. The circular intersection would replace the existing 3-way stop intersection and improve safety by preventing queueing of traffic onto a state route. (Note: This project will need TDOT approval to manage)

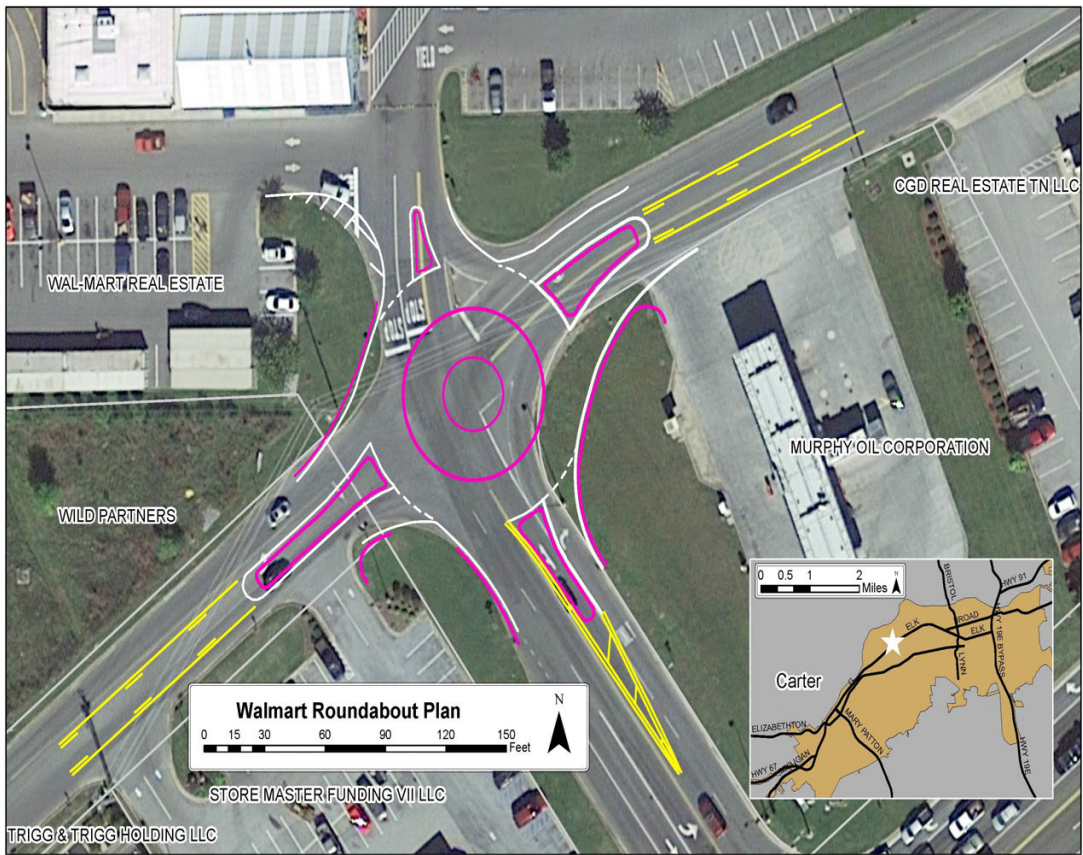
**Long Range Plan #**

TSM, page 5-26

**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	PE-N	STBG-L	\$30,000	\$30,000	\$0	\$0
2026	PE-D	STBG-L	\$30,000	\$30,000	\$0	\$0
<b>Total</b>			<b>\$60,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>



## TIP Project Report 6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-12		0.23	Elizabethton
<b>State</b>	<b>County</b>		
TN	Carter		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$830,000		

**Project Name**

Overmountain Drive Extension

**Termini**

Overmountain Drive near the intersection of Militia Court

**Project Description**

This project is an extension of Overmountain Drive. Starting at the dead end of Overmountain Drive the project would join Overmountain Drive and the hospital access road through the Ballad Health property. (Note: This project will need TDOT approval to manage).

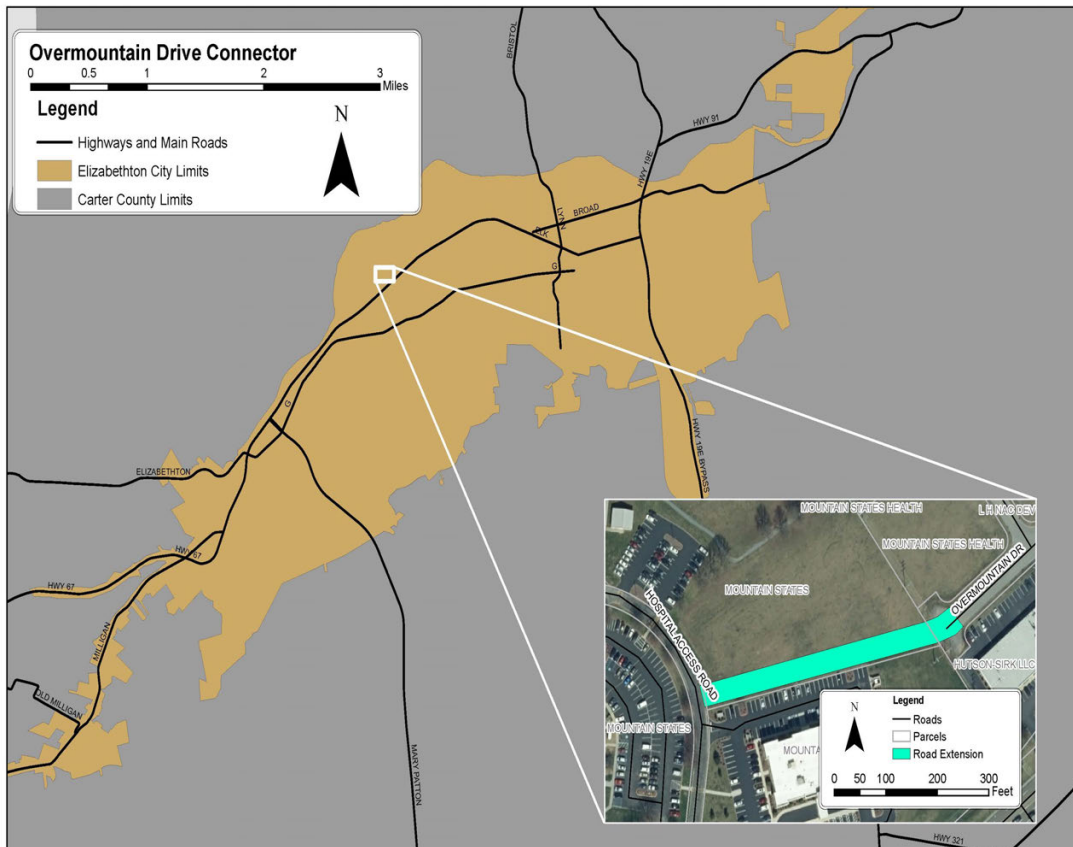
**Long Range Plan #**

E+C (2050 MTP)

**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	STBG-L	\$50,000	\$40,000	\$0	\$10,000
<b>Total</b>			<b>\$50,000</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$10,000</b>



# TIP Project Report

6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-13		0.23	Elizabethton
<b>State</b>	<b>County</b>		
TN	Carter		
<b>State Route</b>	<b>Total Project Cost</b>		
SR-91	\$727,000		

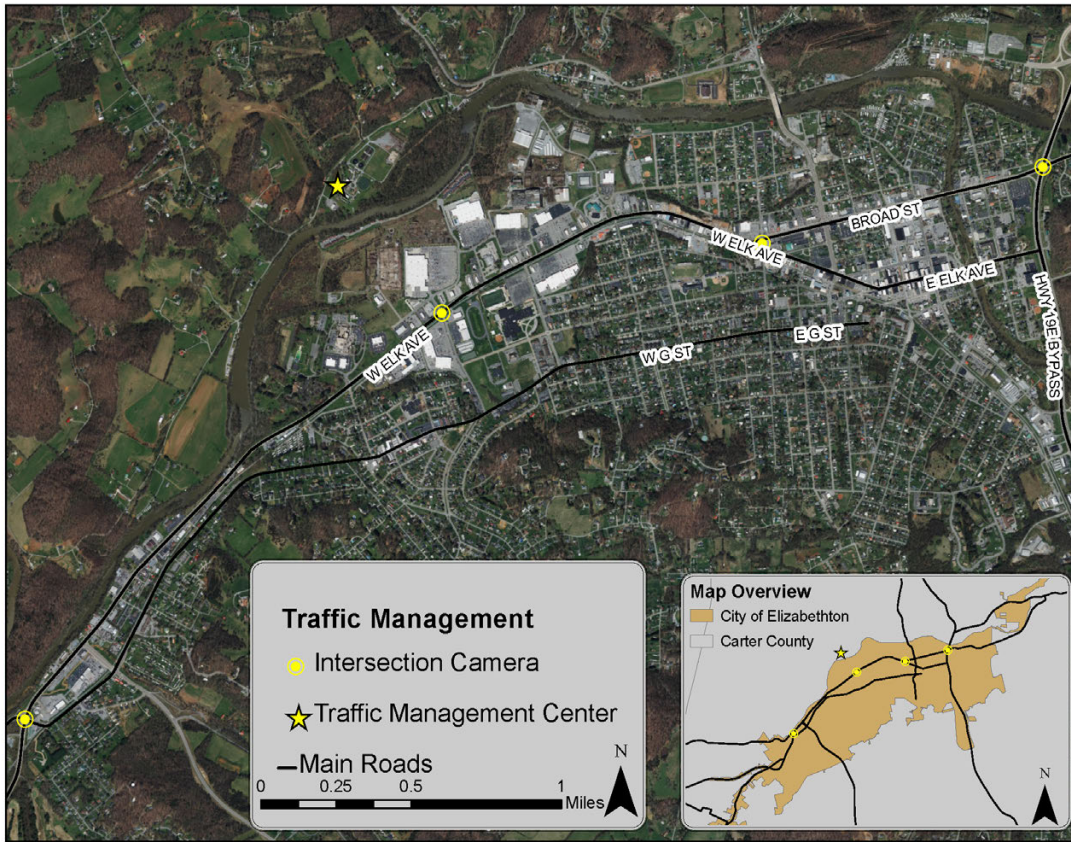
**Project Name**  
 Traffic Management Center

**Termini**  
 CCTV cameras at various intersections along SR-91/67 and Traffic Management Center located at Sycamore Shoals Drive

**Project Description**  
 This project includes the installation of a Traffic Management Center (TMC) located in the Elizabethton Engineering Department and installation of CCTV cameras at various intersections along SR-91/67 corridor. A 1/4 mile connection will be needed to extend the existing fiber network to the new TMC. (Note: This project will need TDOT approval to manage).

<b>Long Range Plan #</b>	<b>Conformity Status</b>
TSM, pg 5-26	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	PE-N	STBG-L	\$15,000	\$12,000	\$0	\$3,000
2026	PE-D	STBG-L	\$92,000	\$73,600	\$0	\$18,400
<b>Total</b>			<b>\$107,000</b>	<b>\$85,600</b>	<b>\$0</b>	<b>\$21,400</b>



# TIP Project Report

6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-16		0.54	City of Johnson City
<b>State</b>	<b>County</b>		
TN	Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$1,180,000		

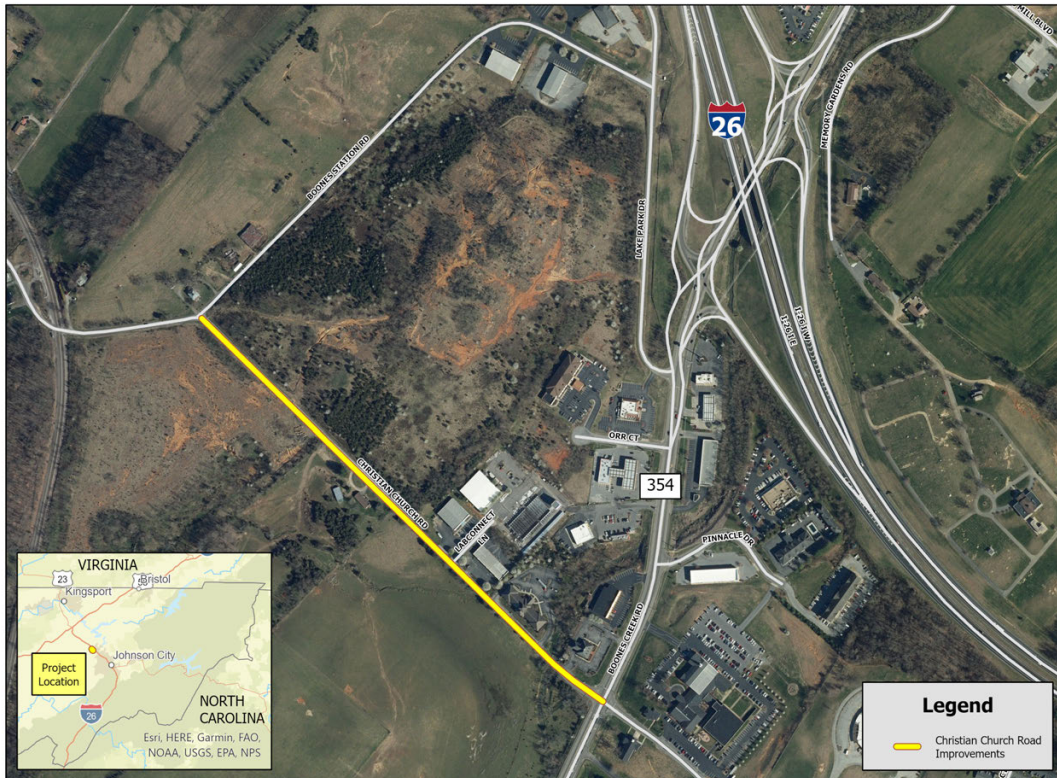
**Project Name**  
Christian Church Road Improvements

**Termini**  
Christian Church Road, from SR-354 (Boones Creek Road) to Boones Station Road

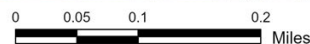
**Project Description**  
Widen to 3 lanes, curb and gutter, add turn lanes and sidewalks

<b>Long Range Plan #</b>	<b>Conformity Status</b>
E+C (2050 MTP)	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2023	PE-D	STBG-L	\$30,000	\$24,000	\$0	\$6,000
2024	ROW	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2024	CONST	STBG-L	\$1,000,000	\$800,000	\$0	\$200,000
<b>Total</b>			<b>\$1,180,000</b>	<b>\$944,000</b>	<b>\$0</b>	<b>\$236,000</b>



Christian Church Road Improvements





Last Revision

Amendment 0138

Revision Date

07/11/2024

ID

JCM 2023-17

PIN #

Length in Miles

0.400

Lead Agency

City of Johnson City

County:

Washington

Route

SR-75

Total Project Cost

\$4,225,000.00

Project Name:

Old Gray Station Road Section 2 at SR 75 and Traffic Signal

Termini

Old Gray Station Road, from just north of Bobby Hicks Hwy (SR 75) to just north of Buckingham Road

Project Description

Widen Old Gray Station Road to 3 lanes from Buckingham Road to 550' north of SR 75. Add a westbound right turn lane on SR 75 at Old Gray Station Road. The signal at Old Gray Station Road at SR 75 will be upgraded.

Long Range Plan #

E+C, page 39

Conformity Status

Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2025	PE-N	DEMO	\$525,000	\$420,000	\$0	\$105,000
2025	PE-D	DEMO	\$350,000	\$280,000	\$0	\$70,000
2025	ROW	STBG-L	\$350,000	\$280,000	\$0	\$70,000
2026	CONST	STBG-L	\$3,000,000	\$2,400,000	\$0	\$600,000
<b>Total</b>			<b>\$4,225,000</b>	<b>\$3,380,000</b>	<b>\$0</b>	<b>\$845,000</b>

Comments:

Amendment 2 (STIP 72) (11/8/2023) - Amended to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024.

Amendment 3 (STIP 138) (8/7/2024) - Amended to add \$700,000 in Congressional Earmark funds (DEMO ID TN295) and \$175,000 in local match and move PE-N, PE-D and ROW to FY 2025, move CONST to FY 2026, and decrease the scope and termini.



Old Gray Station Rd Section 2 at SR-75 and Traffic Signals

# TIP Project Report

## 10/16/2023

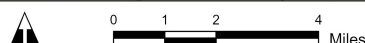
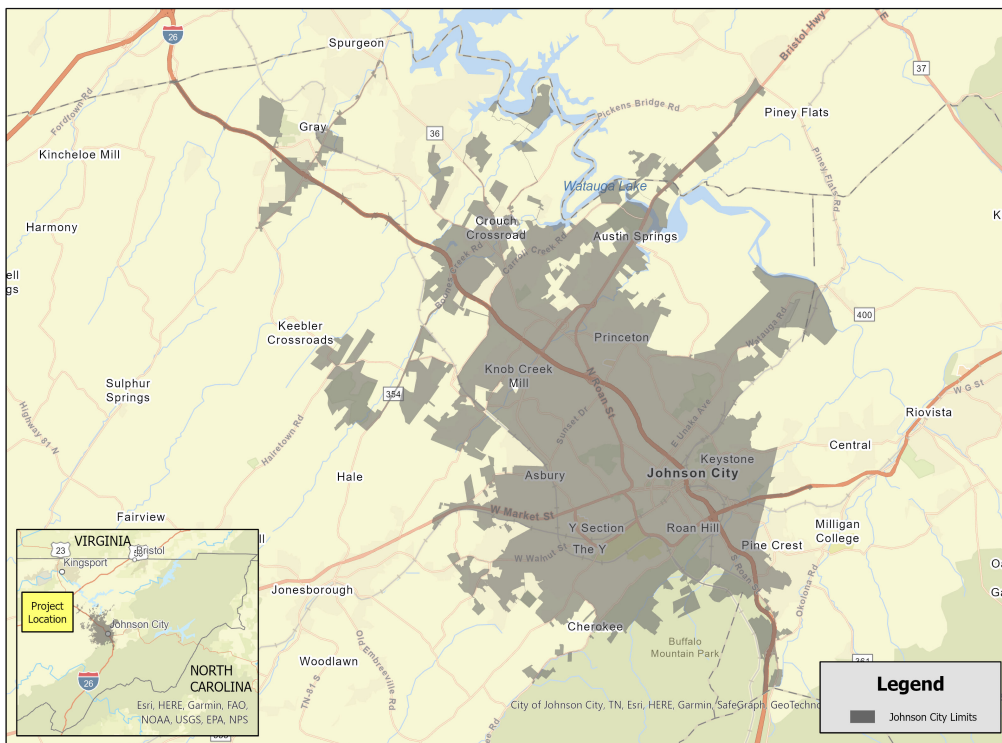
Modified Page

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-18			City of Johnson City
<b>State</b>	<b>County</b>		
TN	Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$950,000		
<b>Project Name</b>			
ITS Fiber Optic Expansion			
<b>Termini</b>			
Various routes throughout Johnson City			
<b>Project Description</b>			
Expand fiber optic cable to additional traffic signals and locations throughout Johnson City.			
<b>Long Range Plan #</b>		<b>Conformity Status</b>	
ITS, page 4-44		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-N	CRP	\$50,000	\$40,000	\$0	\$10,000
2024	PE-D	CRP	\$50,000	\$40,000	\$0	\$10,000
2024	CONST	CRP	\$850,000	\$680,000	\$0	\$170,000
<b>Total</b>			<b>\$950,000</b>	<b>\$760,000</b>	<b>\$0</b>	<b>\$190,000</b>

**Comments:**

- Modification 3 (STIP 124) - 10/16/2023 - Modified to change the funding source of all phases from STBG-L to CRP, per discussion with TDOT CRP Team.



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

# TIP Project Report

## 5/3/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2090015	124790.00	1.99	TDOT
<b>State</b>	<b>County</b>		
TN	Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$41,400,000		

**Project Name**  
Knob Creek Road Section 2 (06040)

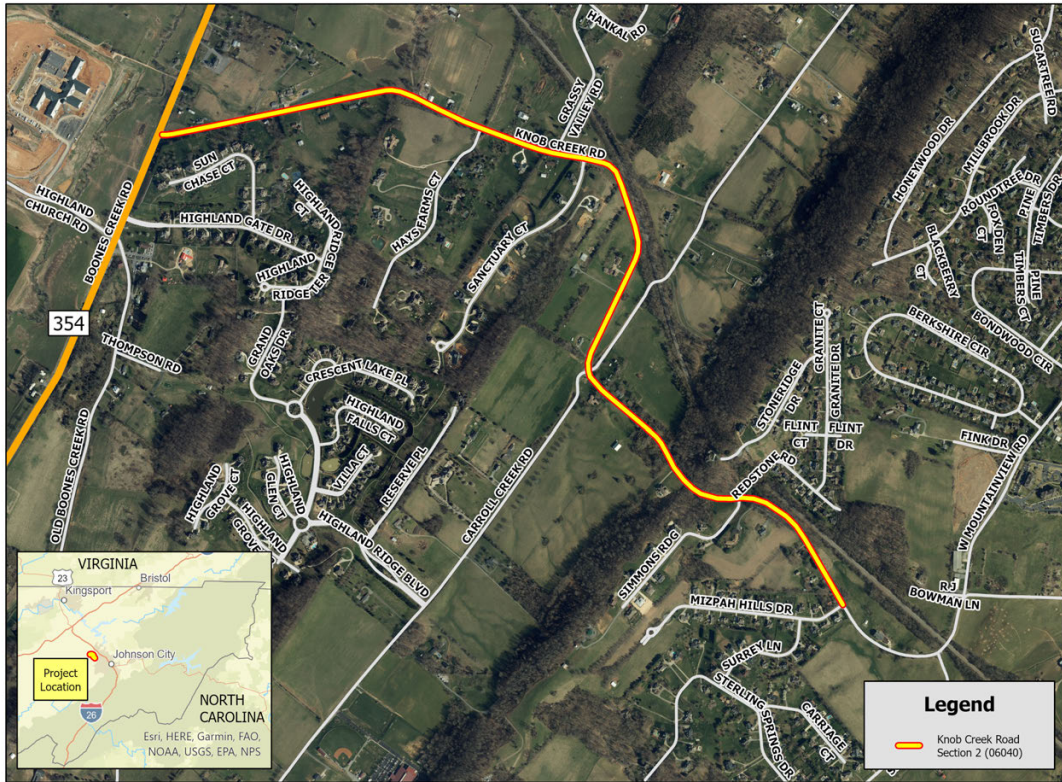
**Termini**  
Knob Creek Rd (06040), from SR-354 (Boones Creek Rd) to Mizpah Hills Dr (IA)

**Project Description**  
Reconstruct 2 lane roadway addressing geometric issues.

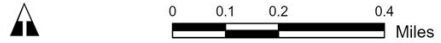
**Long Range Plan #**  
Pg 4-15, No. 17

**Conformity Status**  
Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	STBG-S	\$1,610,000	\$1,288,000	\$322,000	\$0
2023	PE-D	STBG-S	\$690,000	\$552,000	\$138,000	\$0
<b>Total</b>			<b>\$2,300,000</b>	<b>\$1,840,000</b>	<b>\$460,000</b>	<b>\$0</b>



Knob Creek Road Section 2 (06040)





## TIP Project Report 8/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2090565	126822.00		TDOT
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$6,155,000		

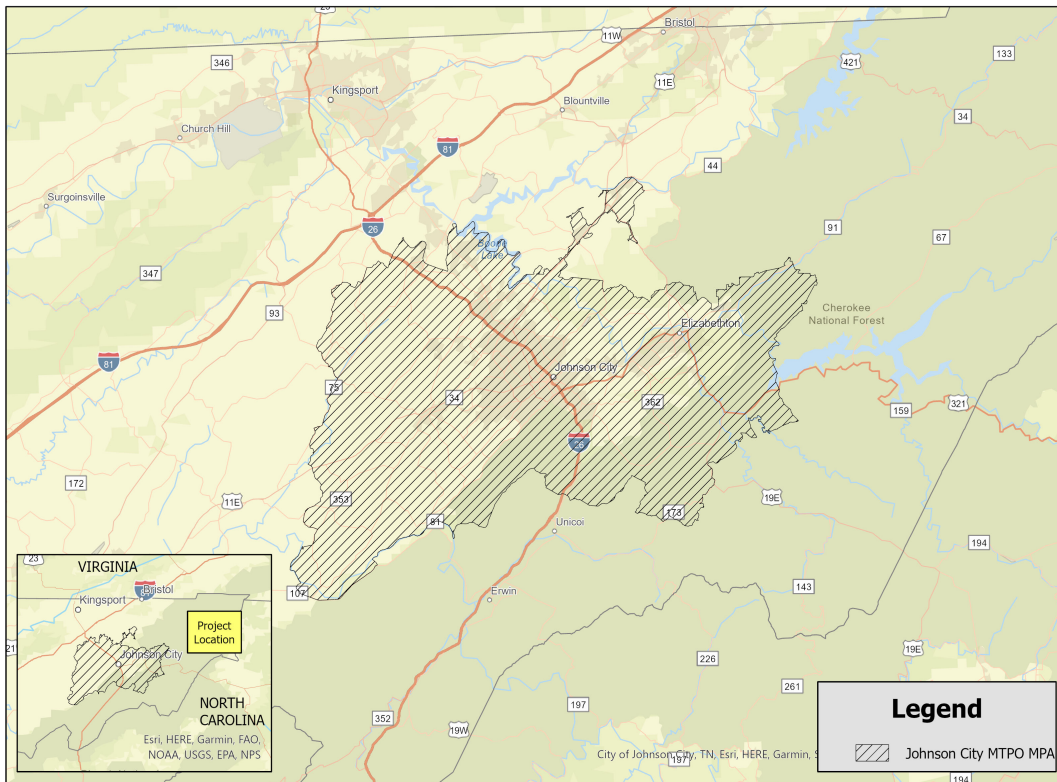
**Project Name**  
Surface Transportation System Preservation & Operation Urban Grouping

**Termini**  
Throughout the Johnson City MTPo area

**Project Description**  
See TIP Grouping Descriptions for a comprehensive list of activities including but not limited for eligibility

<b>Long Range Plan #</b>	<b>Conformity Status</b>
TSM, Page 5-26	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE/ROW/CONST	STBG-S	\$2,462,000	\$1,969,600	\$492,400	\$0
2024	PE/ROW/CONST	STBG-S	\$2,154,250	\$1,723,400	\$430,850	\$0
2025	PE/ROW/CONST	STBG-S	\$1,231,000	\$984,800	\$246,200	\$0
2026	PE/ROW/CONST	STBG-S	\$307,750	\$246,200	\$61,550	\$0
<b>Total</b>			<b>\$6,155,000</b>	<b>\$4,924,000</b>	<b>\$1,231,000</b>	<b>\$0</b>



Surface Transportation System Preservation & Operation - Urban Grouping Miles

## Section C: Highway Safety Improvement Program (HSIP)



**Last Revision**

**Modification 0268**

**Revision Date**

**04/04/2024**

<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
JCM 2090595	126823.00		TDOT

**County:**

Carter, Sullivan, Unicoi, Washington

**Route**

-

**Total Project Cost**

\$4,297,000.00

**Project Name:**

Safety - Urban Grouping

**Termini**

Throughout the Johnson City MTPo area

**Project Description**

See TIP Grouping Descriptions for a comprehensive listing of activities including but not limited for eligibility

**Long Range Plan #**

TSM, page 5-26

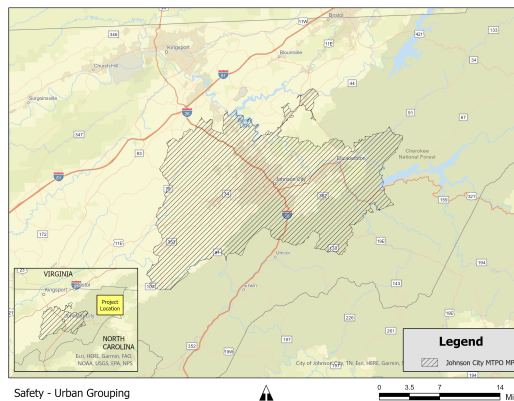
**Conformity Status**

Not Applicable

<b>FY</b>	<b>Phase</b>	<b>Fund Code</b>	<b>Total Funds</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Local Funds</b>
2023	PE/ROW/CONST	HSIP	\$128,000	\$115,200	\$12,800	\$0
2023	PE/ROW/CONST	HSIP-R	\$500,000	\$450,000	\$50,000	\$0
2024	PE/ROW/CONST	HSIP	\$3,600,000	\$3,240,000	\$360,000	\$0
2024	PE/ROW/CONST	HSIP-R	\$50,000	\$45,000	\$5,000	\$0
2025	PE/ROW/CONST	HSIP	\$8,000	\$7,200	\$800	\$0
2025	PE/ROW/CONST	HSIP-R	\$2,000	\$1,800	\$200	\$0
2026	PE/ROW/CONST	HSIP	\$8,000	\$7,200	\$800	\$0
2026	PE/ROW/CONST	HSIP-R	\$1,000	\$900	\$100	\$0
<b>Total</b>			<b>\$4,297,000</b>	<b>\$3,867,300</b>	<b>\$429,700</b>	<b>\$0</b>

**Comments:**

Modification 2 (STIP 86) - 8/24/2023 - TDOT is requesting to add \$496,500 HSIP-R funding (\$446,850 Federal and \$49,650 State) to FY 2023 . The project total will increase to \$666,500.  
 Modification 5 (STIP 247) - 3/7/2024 - TDOT is requesting to add \$3,584,000 in HSIP funding (\$3,225,900 Federal and \$358,400 State) to FY 2024. The project total will increase to \$4,250,500.  
 Modification 6 (STIP 268) - 4/4/2024 - TDOT is requesting to add \$46,500 in HSIP-R funding (\$41,850 Federal and \$4,650 state) in FY 2024. The project total will increase to \$4,297,000.



Section D: National Highway Performance Program (NHPP)

## TIP Project Report 8/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2090560	126821.00		TDOT
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$14,268,600		

**Project Name**

National Highway System Preservation & Operation Urban Grouping

**Termini**

Throughout the Johnson City MTPo area

**Project Description**

See TIP Grouping Descriptions for a comprehensive listing of activities included but not limited for eligibility.

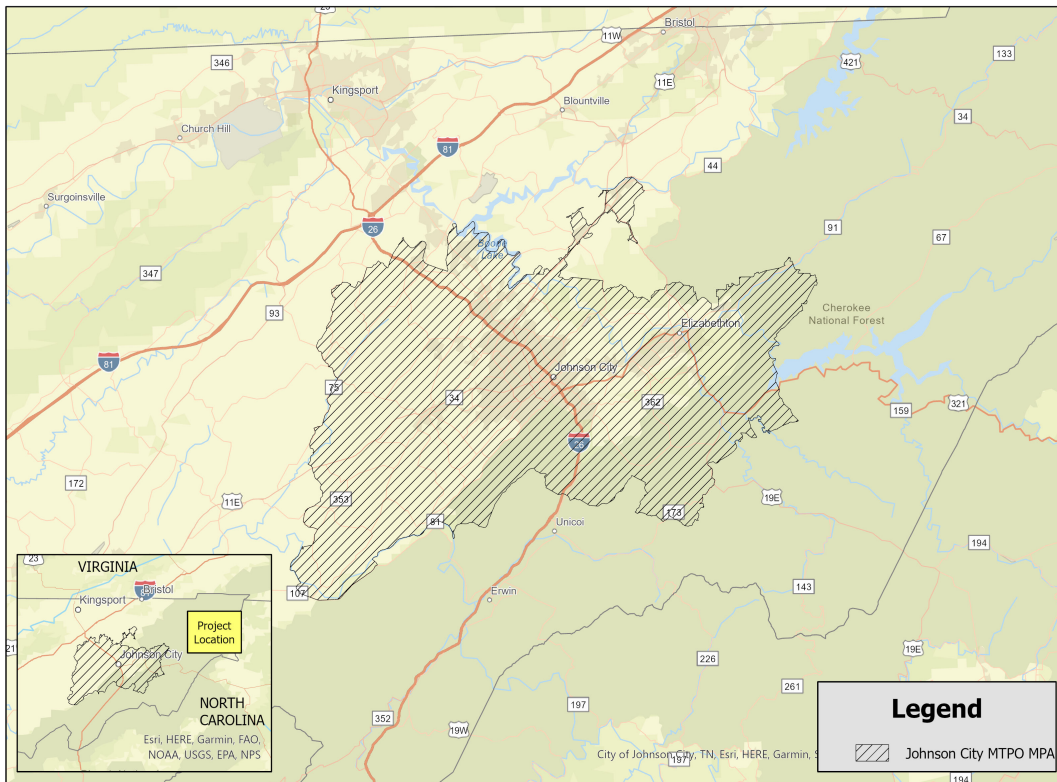
**Long Range Plan #**

TSM, page 5-26

**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE/ROW/CONST	NHPP	\$4,269,600	\$3,415,680	\$853,920	\$0
2024	PE/ROW/CONST	NHPP	\$4,119,600	\$3,295,680	\$823,920	\$0
2025	PE/ROW/CONST	NHPP	\$3,283,000	\$2,626,400	\$656,600	\$0
2026	PE/ROW/CONST	NHPP	\$2,596,400	\$2,077,120	\$519,280	\$0
<b>Total</b>			<b>\$14,268,600</b>	<b>\$11,414,880</b>	<b>\$2,853,720</b>	<b>\$0</b>



National Highway System Preservation & Operation - Urban Grouping

Section E: Transit Projects (FTA)

# TIP Project Report

**Last Revision**

**Revision Date**

**Modification 0394**

**08/21/2024**

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-01			Johnson City Transit
<b>State</b>	<b>County</b>		
TN	Carter, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$17,121,098		

**Project Name**

JCT Transit Operating - Sec. 5307

**Termini**

City of Johnson City, TN

**Project Description**

Daily operating of fixed route and demand response service (including employees' wages, fuel and oil, insurance, radio communications, operating supplies, and utilities) and capitalized ADA complementary paratransit service.

**Long Range Plan #**

Operating, pg -5-9

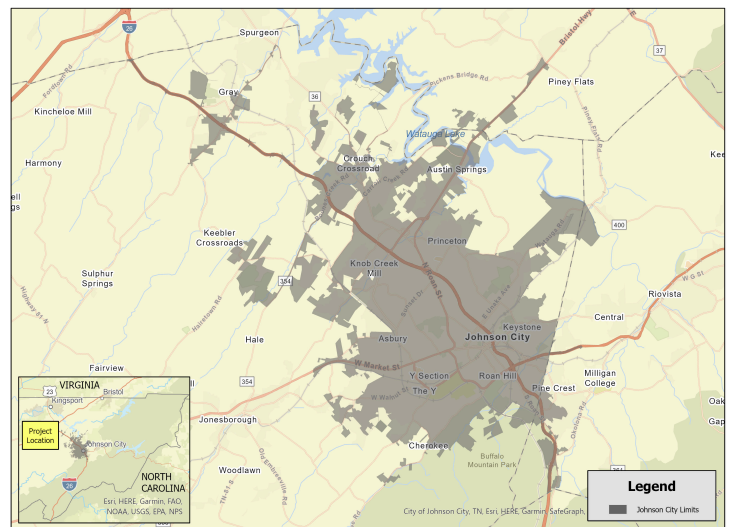
**Conformity Status**

Not Applicable

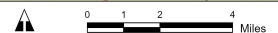
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	OPERATIONS	5307-U	\$3,456,098	\$1,812,598	\$0	\$1,643,500
2024	OPERATIONS	5307-U	\$4,455,000	\$2,450,000	\$0	\$2,005,000
2025	OPERATIONS	5307-U	\$4,555,000	\$2,500,000	\$0	\$2,055,000
2026	OPERATIONS	5307-U	\$4,655,000	\$2,550,000	\$0	\$2,105,000
<b>Total</b>			<b>\$17,121,098</b>	<b>\$9,312,598</b>	<b>\$0</b>	<b>\$7,808,500</b>

**Comments:**

Modification 8 (STIP 394) - Modified to increase Fiscal Years 2024, 2025, and 2026 by a total of \$1,729,367 in Federal 5307 funds and \$932,709 in local funds.



JCT Transit Operating - Sec. 5307



## TIP Project Report 5/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-02			Johnson City Transit

<b>State</b>	<b>County</b>
TN	Carter, Washington

<b>State Route</b>	<b>Total Project Cost</b>
	\$1,679,092

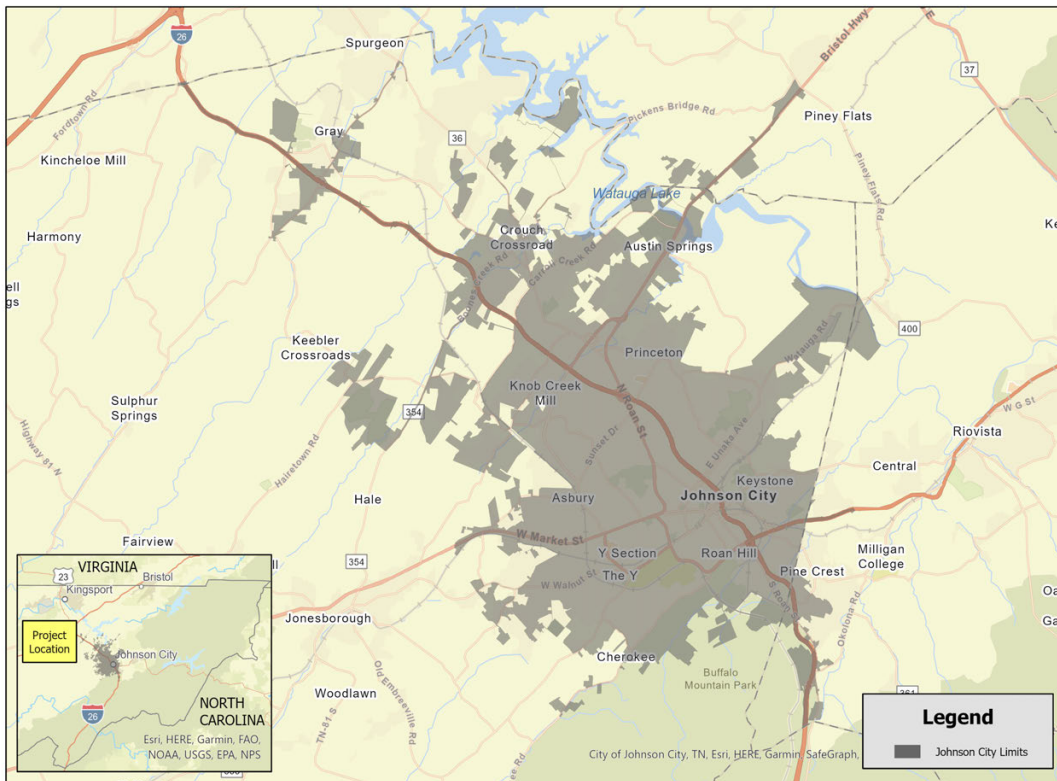
**Project Name**  
JCT Transit Capital - Sec. 5307

**Termini**  
City of Johnson City, TN

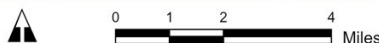
**Project Description**  
Capitalized Preventive Maintenance (labor, parts, and periodic routine services) and other capital, including support equipment, associated capital, passenger waiting shelters and bus stop signs).

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Capital, pg 5-10	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CAPITAL	5307-U	\$474,500	\$379,600	\$47,450	\$47,450
2024	CAPITAL	5307-U	\$425,000	\$340,000	\$42,500	\$42,500
2025	CAPITAL	5307-U	\$425,000	\$340,000	\$42,500	\$42,500
2026	CAPITAL	5307-U	\$354,592	\$283,672	\$35,460	\$35,460
<b>Total</b>			<b>\$1,679,092</b>	<b>\$1,343,272</b>	<b>\$167,910</b>	<b>\$167,910</b>



JCT Transit Capital - Sec. 5307





## TIP Project Report 5/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-03			Johnson City Transit

<b>State</b>	<b>County</b>
TN	Carter, Washington

<b>State Route</b>	<b>Total Project Cost</b>
	\$582,500

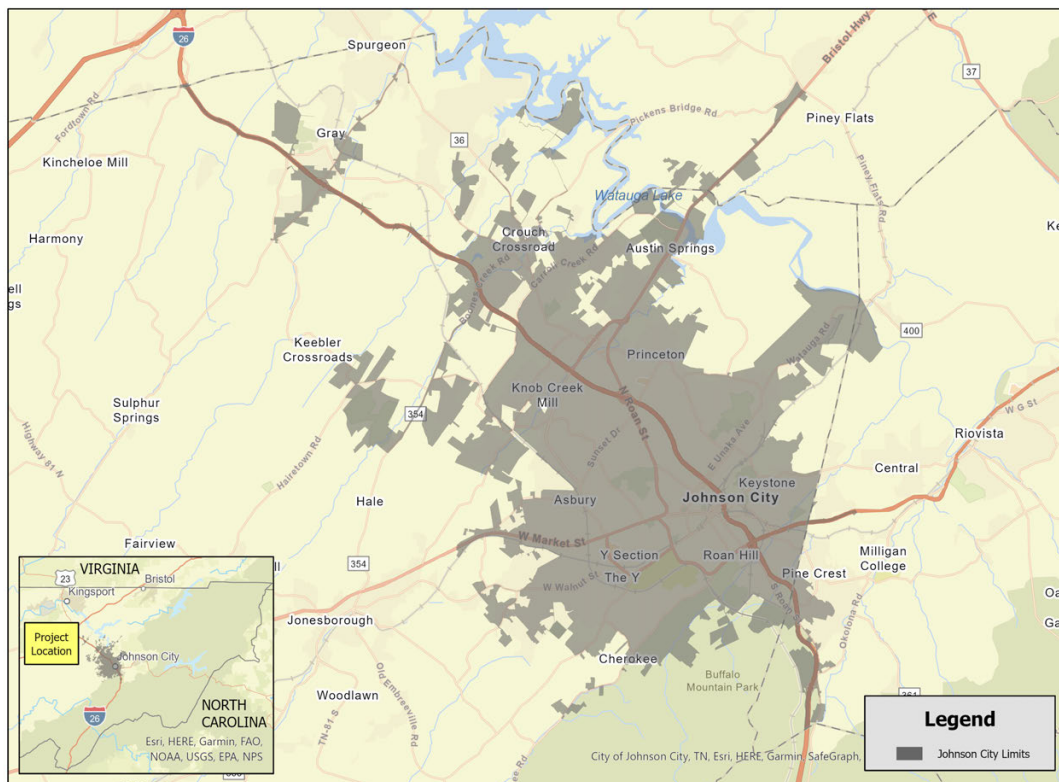
**Project Name**  
JCT Transit Capital - Sec. 5310

**Termini**  
City of Johnson City, TN

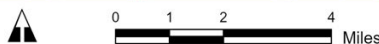
**Project Description**  
Acquisition of paratransit vehicles, buses, and/or technology for mass transit operations.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Capital, pg 5-10	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CAPITAL	5310(U)	\$125,000	\$106,250	\$9,375	\$9,375
2024	CAPITAL	5310(U)	\$128,750	\$109,438	\$9,656	\$9,656
2025	CAPITAL	5310(U)	\$128,750	\$109,438	\$9,656	\$9,656
2026	CAPITAL	5310(U)	\$200,000	\$100,000	\$50,000	\$50,000
<b>Total</b>			<b>\$582,500</b>	<b>\$425,126</b>	<b>\$78,687</b>	<b>\$78,687</b>



JCT Transit Capital - Sec. 5310



# eSTIP Project Report



**Last Revision**

**Modification 0458**

**Revision Date**

**12/12/2024**

**ID**

JCM 2023-04

**PIN #**

**Length in Miles**

**Lead Agency**

Johnson City Transit

**County:**

Carter, Washington

**Route**

-

**Total Project Cost**

**\$1,059,000.00**

**Project Name:**

JCT Transit Capital - Sec. 5307 & 5339

**Termini**

City of Johnson City, TN

**Project Description**

Acquisition of paratransit vehicles, buses, and/or technology for mass transit operations.

**Long Range Plan #**

Capital, pg 5-10

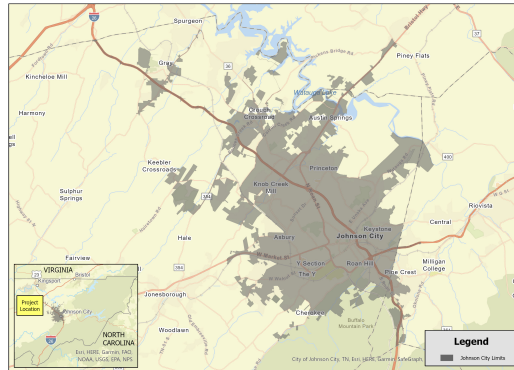
**Conformity Status**

Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CAPITAL	5307-U	\$45,000	\$38,250	\$3,375	\$3,375
2023	CAPITAL	5339	\$200,000	\$170,000	\$15,000	\$15,000
2024	CAPITAL	5307-U	\$47,000	\$39,950	\$3,525	\$3,525
2024	CAPITAL	5339	\$210,000	\$178,500	\$15,750	\$15,750
2025	CAPITAL	5307-U	\$47,000	\$39,950	\$3,525	\$3,525
2025	CAPITAL	5339	\$225,000	\$178,500	\$15,750	\$30,750
2026	CAPITAL	5307-U	\$75,000	\$63,750	\$5,625	\$5,625
2026	CAPITAL	5339	\$210,000	\$178,500	\$15,750	\$15,750
<b>Total</b>			<b>\$1,059,000</b>	<b>\$887,400</b>	<b>\$78,300</b>	<b>\$93,300</b>

**Comments:**

Modification 9 (STIP 458) - 12/12/2024 - Modified to add \$15,000 to Local Funds to match 5339 in Fiscal Year 2025.



JCT Transit Capital - Sections 5307 & 5339

## TIP Project Report 6/28/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-05			Johnson City Transit
<b>State</b>	<b>County</b>		
TN	Carter, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$241,680		

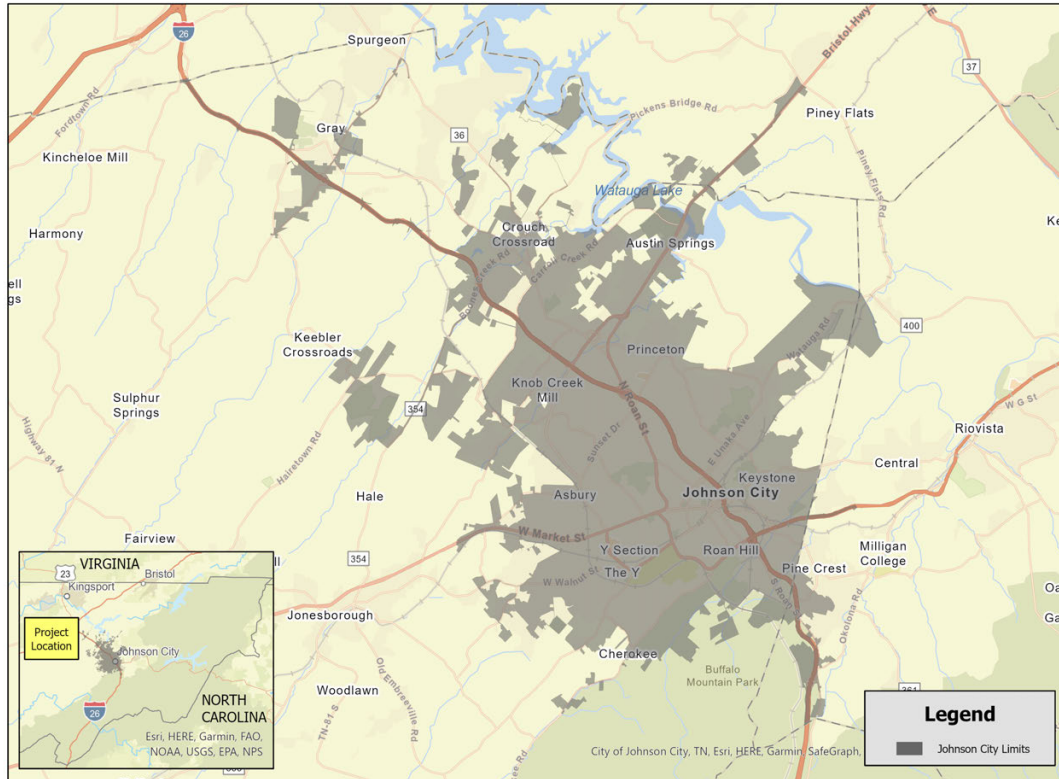
**Project Name**  
JCT Transit Operating - Sec. 5317 (New Freedom)

**Termini**  
City of Johnson City, TN

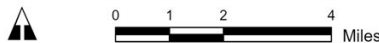
**Project Description**  
Funds operating assistance, capital purchases and program administration of the New Freedom route service.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Operating, pg 5-9	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	OPERATIONS	5317	\$129,980	\$64,990	\$32,495	\$32,495
2024	OPERATIONS	5317	\$111,700	\$55,850	\$27,925	\$27,925
<b>Total</b>			<b>\$241,680</b>	<b>\$120,840</b>	<b>\$60,420</b>	<b>\$60,420</b>



JCT Transit Operating - Sec. 5317



## TIP Project Report 5/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-06			Johnson City Transit
<b>State</b>	<b>County</b>		
TN	Carter, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$106,274		

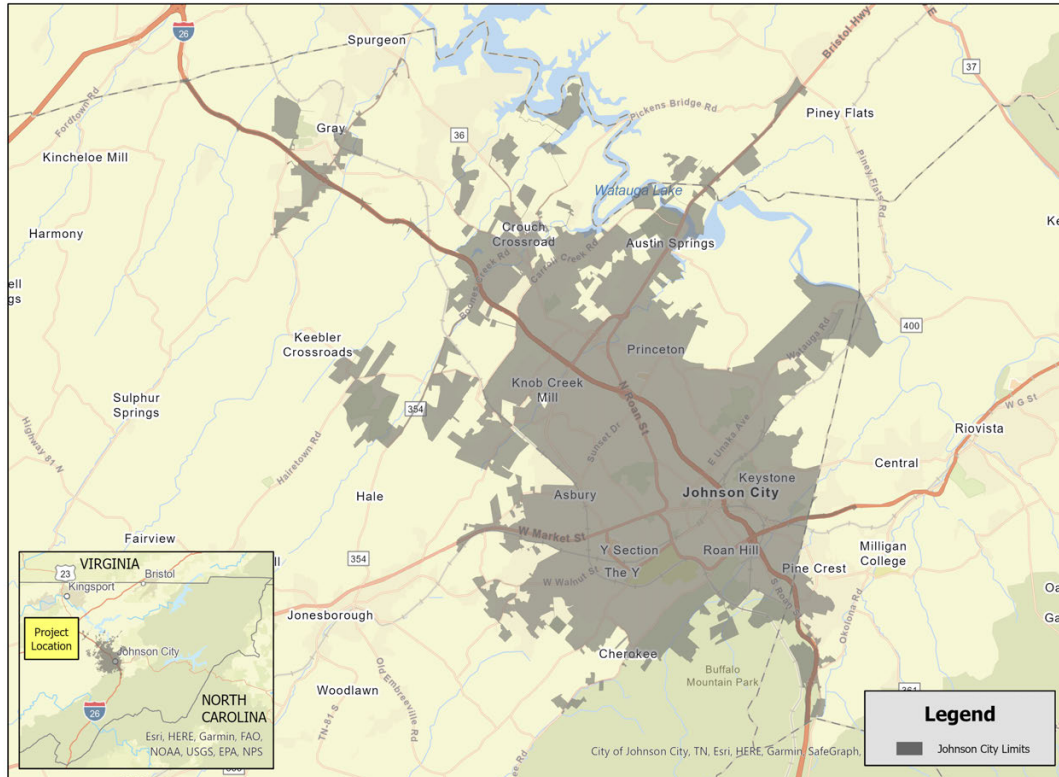
**Project Name**  
JCT Transit Operating - Sec. 5316 (Job Access)

**Termini**  
City of Johnson City, TN

**Project Description**  
Funds operating assistance and program administration of the Job Access route service.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Operating, pg 5-9	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	OPERATIONS	5316	\$56,274	\$28,137	\$14,068	\$14,069
2024	OPERATIONS	5316	\$50,000	\$25,000	\$12,500	\$12,500
<b>Total</b>			<b>\$106,274</b>	<b>\$53,137</b>	<b>\$26,568</b>	<b>\$26,569</b>



JCT Transit Operating - Sec. 5316 (Job Access)



# TIP Project Report

5/3/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-07			NET Trans
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$1,676,180		

**Project Name**  
NET Trans Operating Expenses

**Termini**  
Johnson City Urbanized Area

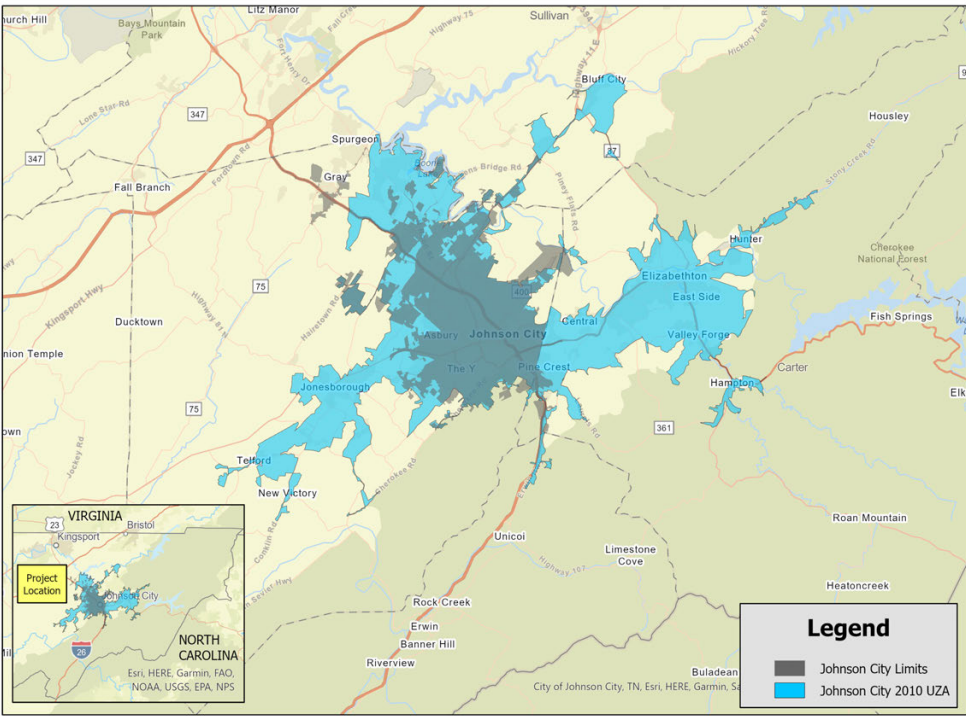
**Project Description**  
Daily operating of demand response transportation services in the urbanized area outside of the corporate City limits including but not limited to; Bluff City, Elizabethton, Unicoi, Telford, Jonesborough. Service will also provide regional connectivity between UZA's. Daily operating of demand response service (including employees' wages, fuel, insurance, radio communications, operating supplies and utilities).

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Operating, pg 5-9	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	OPERATIONS	5307-U	\$355,898	\$177,949	\$0	\$177,949
2024	OPERATIONS	5307-U	\$395,046	\$197,523	\$0	\$197,523
2025	OPERATIONS	5307-U	\$438,500	\$219,250	\$0	\$219,250
2026	OPERATIONS	5307-U	\$486,736	\$243,368	\$0	\$243,368
<b>Total</b>			<b>\$1,676,180</b>	<b>\$838,090</b>	<b>\$0</b>	<b>\$838,090</b>

**Comments:**

- This project will be using CRIT to cover 50% of the local match for 5307 funds totaling \$838,090.



NET Trans Operating Expenses



# TIP Project Report

6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-08			NET Trans
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$259,432		

**Project Name**

NET Trans Capital Purchases (Revenue Vehicles)

**Termini**

Johnson City Urbanized Area

**Project Description**

These vehicles will be used to provide 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 UZA's. This allows us to continue providing safe and reliable public transportation to our customers. They will have a useful life of 4 years and 100,000 miles.

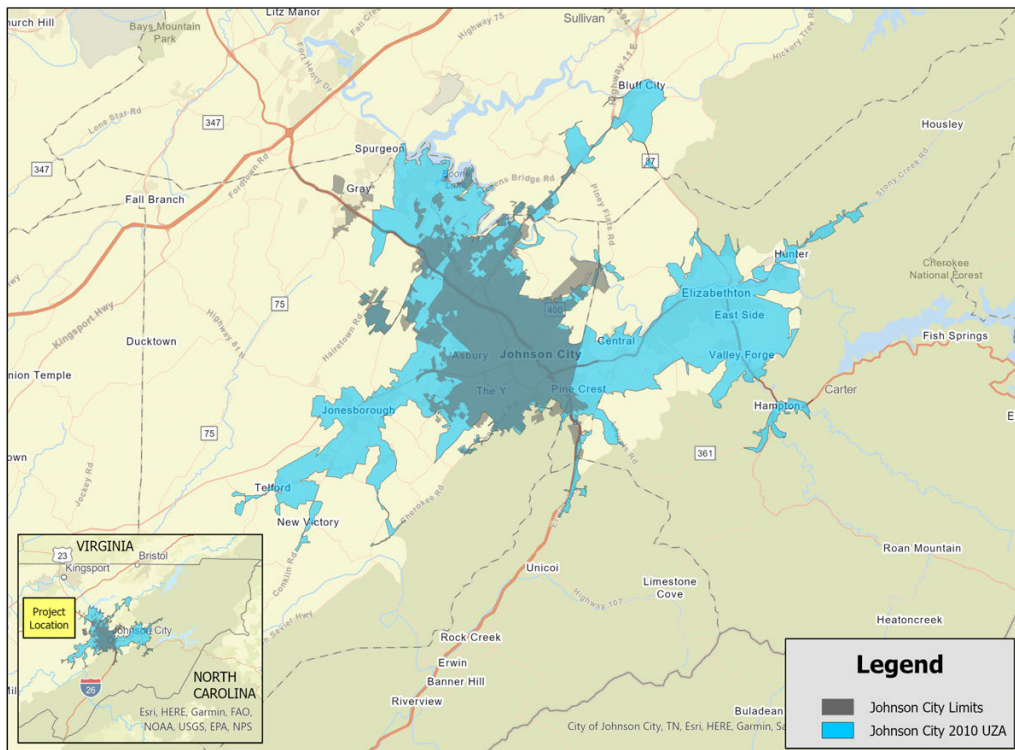
**Long Range Plan #**

Capital, pg 5-10

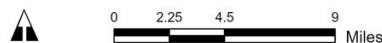
**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CAPITAL	5339	\$60,191	\$48,153	\$6,019	\$6,019
2024	CAPITAL	5339	\$63,201	\$50,561	\$6,320	\$6,320
2025	CAPITAL	5339	\$66,361	\$53,089	\$6,636	\$6,636
2026	CAPITAL	5339	\$69,679	\$55,743	\$6,968	\$6,968
<b>Total</b>			<b>\$259,432</b>	<b>\$207,546</b>	<b>\$25,943</b>	<b>\$25,943</b>



NET Trans Capital Purchases (Revenue Vehicles)



## TIP Project Report 5/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-09			NET Trans
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$97,271		

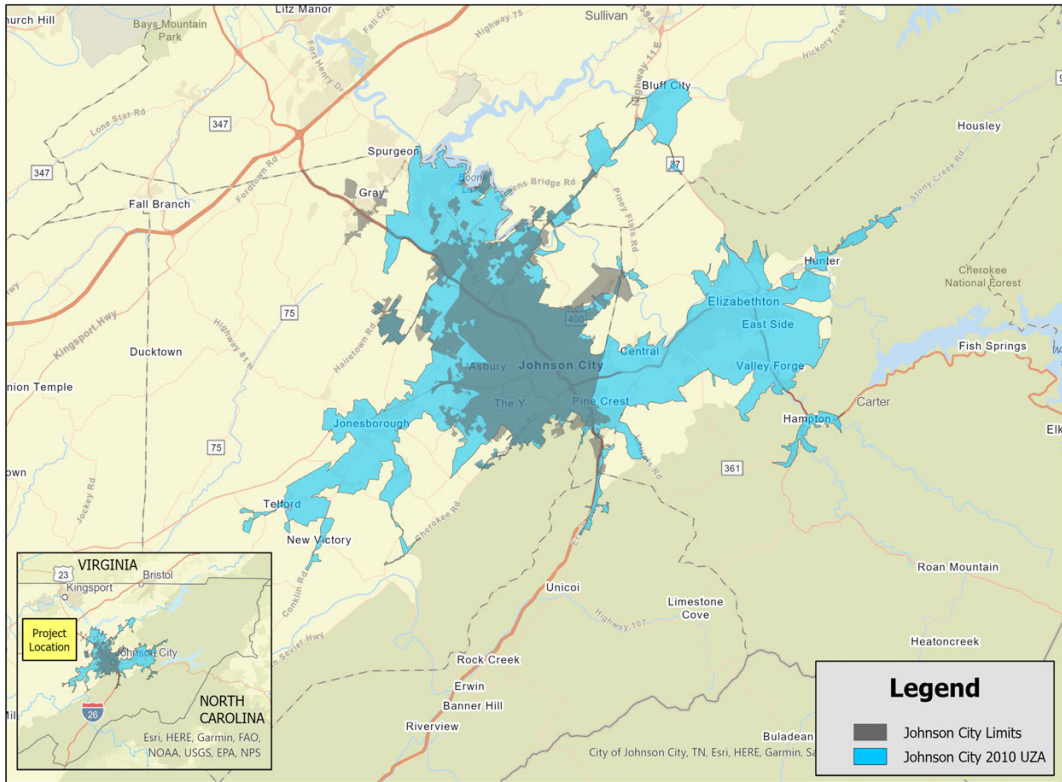
**Project Name**  
NET Trans Mobility Management

**Termini**  
Johnson City Urbanized Area

**Project Description**  
This will fall under the Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 grant program. This will help NET Trans continue their Mobility Management program for the urbanized areas.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Capital, pg 5-10	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	CAPITAL	5310(U)	\$47,917	\$38,333	\$4,792	\$4,792
2026	CAPITAL	5310(U)	\$49,353	\$39,483	\$4,935	\$4,935
<b>Total</b>			<b>\$97,270</b>	<b>\$77,816</b>	<b>\$9,727</b>	<b>\$9,727</b>



NET Trans Mobility Management

## TIP Project Report 6/27/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-14			TDOT
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$200,000		

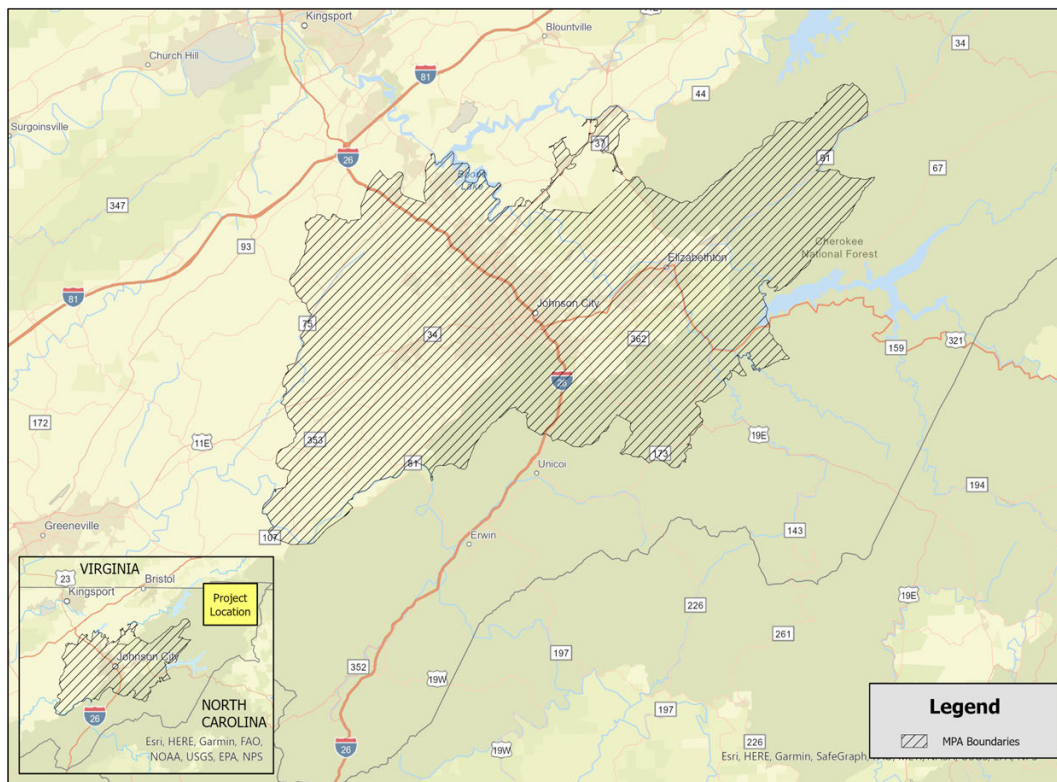
**Project Name**  
Enhanced Mobility of Seniors and Individuals with Disabilities Program Grouping

**Termini**  
Directly benefits transportation needs of ADA clients in the Johnson City MTPO area

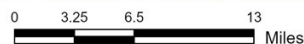
**Project Description**  
Section 5310 transit formula funding awarded by TDOT to area agencies for capital vehicle purchases from statewide contract.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Capital, page 5-10	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PURCHASE	5310(U)	\$50,000	\$40,000	\$5,000	\$5,000
2024	PURCHASE	5310(U)	\$50,000	\$40,000	\$5,000	\$5,000
2025	PURCHASE	5310(U)	\$50,000	\$40,000	\$5,000	\$5,000
2026	PURCHASE	5310(U)	\$50,000	\$40,000	\$5,000	\$5,000
<b>Total</b>			<b>\$200,000</b>	<b>\$160,000</b>	<b>\$20,000</b>	<b>\$20,000</b>



Transportation Alternatives Grouping





## Section F: Transportation Alternatives

## TIP Project Report 5/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-19	129815.00	0.01	Elizabethton
<b>State</b>	<b>County</b>		
TN	Carter		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$996,780		

**Project Name**

Historic Covered Bridge Structural Rehabilitation

**Termini**

Hattie Ave and 3rd Street from S. Riverside Drive to S. Main Street

**Project Description**

Rehabilitation of a historic transportation bridge for pedestrian use.

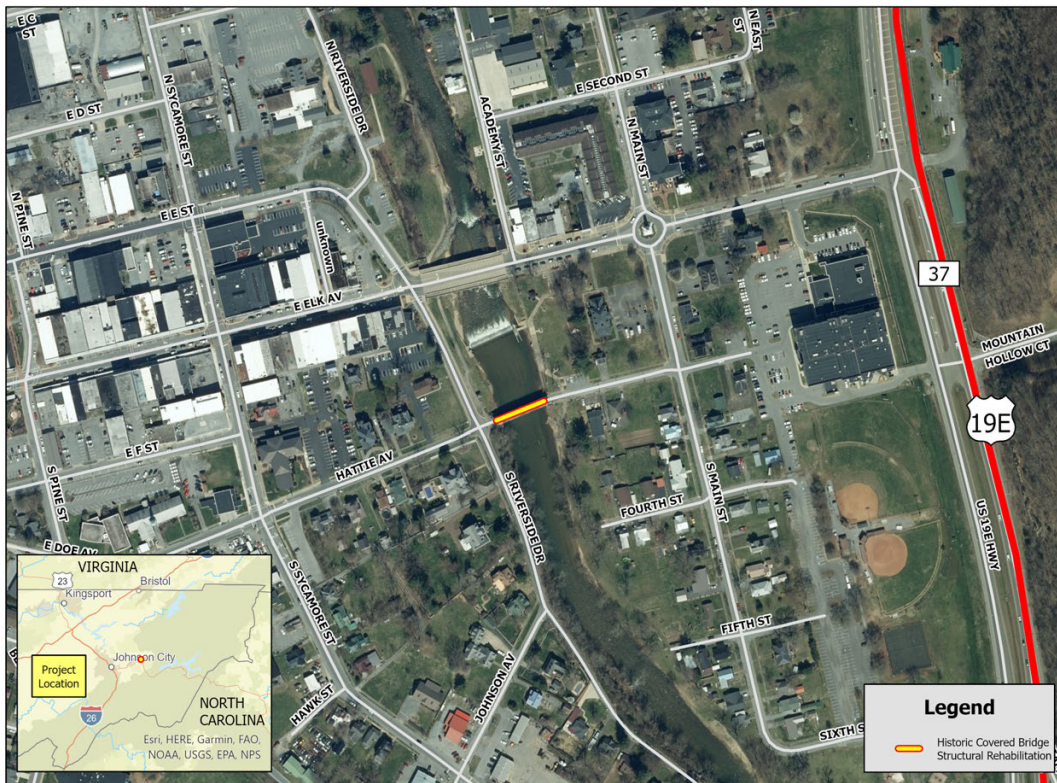
**Long Range Plan #**

TA, page 5-27

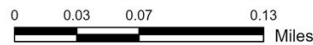
**Conformity Status**

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CONST	TAP	\$996,780	\$797,424	\$0	\$199,356
<b>Total</b>			<b>\$996,780</b>	<b>\$797,424</b>	<b>\$0</b>	<b>\$199,356</b>



Historic Covered Bridge Structural Rehabilitation



## TIP Project Report 5/2/2022

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
JCM 2023-15			TDOT
<b>State</b>	<b>County</b>		
TN	Carter, Sullivan, Unicoi, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$700,000		

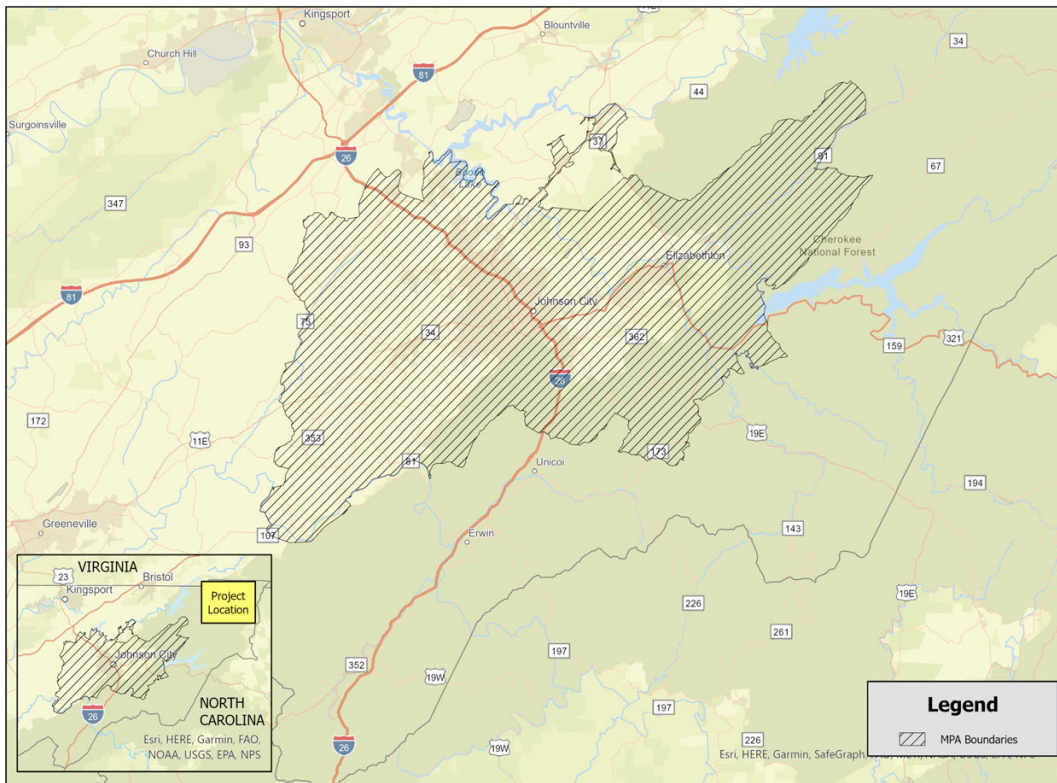
**Project Name**  
 Transportation Alternatives Program Grouping

**Termini**  
 Projects awarded within the Johnson City MTPO MPA

**Project Description**  
 Transportation Alternatives Program projects selected during statewide annual awards

<b>Long Range Plan #</b>	<b>Conformity Status</b>
TA, page 5-27	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CONST	TAP	\$700,000	\$560,000	\$0	\$140,000
<b>Total</b>			<b>\$700,000</b>	<b>\$560,000</b>	<b>\$0</b>	<b>\$140,000</b>



Transportation Alternatives Grouping

# Section G: Financial Summary Tables

# Financial Summary of Highway Funds



Note: Amounts below reflect changes that are still pending.

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CRP	2024	\$950,000	\$950,000	\$760,000	\$0	\$190,000	\$0	\$0
DEMO	2024	\$875,000	\$0	\$700,000	\$0	\$175,000	\$0	\$875,000
HIP-CRRSAA	2023	\$75,000	\$75,000	\$75,000	\$0	\$0	\$0	\$0
HSIP	2023	\$128,000	\$128,000	\$115,200	\$12,800	\$0	\$0	\$0
HSIP	2024	\$3,600,000	\$3,600,000	\$3,240,000	\$360,000	\$0	\$0	\$0
HSIP	2025	\$8,000	\$8,000	\$7,200	\$800	\$0	\$0	\$0
HSIP	2026	\$8,000	\$8,000	\$7,200	\$800	\$0	\$0	\$0
HSIP-R	2023	\$500,000	\$500,000	\$450,000	\$50,000	\$0	\$0	\$0
HSIP-R	2024	\$50,000	\$50,000	\$45,000	\$5,000	\$0	\$0	\$0
HSIP-R	2025	\$2,000	\$2,000	\$1,800	\$200	\$0	\$0	\$0
HSIP-R	2026	\$1,000	\$1,000	\$900	\$100	\$0	\$0	\$0
NHPP	2023	\$4,269,600	\$4,269,600	\$3,415,680	\$853,920	\$0	\$0	\$0
NHPP	2024	\$4,119,600	\$4,119,600	\$3,295,680	\$823,920	\$0	\$0	\$0
NHPP	2025	\$3,283,000	\$3,283,000	\$2,626,400	\$656,600	\$0	\$0	\$0
NHPP	2026	\$2,596,400	\$2,596,400	\$2,077,120	\$519,280	\$0	\$0	\$0
STBG-L	2023	\$12,013,651	\$3,425,000	\$11,937,290	\$0	\$76,361	\$10,117,022	\$8,588,651
STBG-L	2024	\$10,809,519	\$2,518,000	\$10,408,919	\$4,600	\$396,000	\$8,588,651	\$8,291,519
STBG-L	2025	\$9,687,787	\$1,714,000	\$9,551,787	\$57,000	\$79,000	\$7,731,519	\$7,973,787
STBG-L	2026	\$10,614,455	\$3,972,000	\$10,526,055	\$0	\$88,400	\$8,705,787	\$6,642,455
STBG-S	2023	\$4,762,000	\$4,762,000	\$3,809,600	\$952,400	\$0	\$0	\$0
STBG-S	2024	\$2,154,250	\$2,154,250	\$1,723,400	\$430,850	\$0	\$0	\$0
STBG-S	2025	\$1,231,000	\$1,231,000	\$984,800	\$246,200	\$0	\$0	\$0
STBG-S	2026	\$307,750	\$307,750	\$246,200	\$61,550	\$0	\$0	\$0
TAP	2023	\$1,696,780	\$1,696,780	\$1,357,424	\$0	\$339,356	\$0	\$0

Financial Summary of STBG-L Funds (Local Allocation to MPO)

STBG-L 2023	
Carryover Balance	\$10,117,022
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$11,937,290
Projects :	\$3,348,639
Remaining 2023 :	\$8,588,651

STBG-L 2024	
Carryover Balance	\$8,588,651
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$10,408,919
Projects :	\$2,117,400
Remaining 2024 :	\$8,291,519

STBG-L 2025	
Carryover Balance	\$8,291,519
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$10,111,787
Projects :	\$1,578,000
Remaining 2025 :	\$8,533,787

STBG-L 2026	
Carryover Balance	\$8,533,787
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$10,354,055
Projects :	\$3,283,600
Remaining 2026 :	\$7,070,455



# Financial Summary of Transit Funds



eSTIP Fiscal Constraints Report for STIP Period 2023

Johnson City MPO

Note: Amounts below reflect changes that are still pending.

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5307-U	2023	\$4,331,496	\$4,331,496	\$2,408,397	\$50,825	\$1,872,274	\$0	\$0
5307-U	2024	\$5,322,046	\$5,322,046	\$3,027,473	\$46,025	\$2,248,548	\$0	\$0
5307-U	2025	\$5,465,500	\$5,465,500	\$3,099,200	\$46,025	\$2,320,275	\$0	\$0
5307-U	2026	\$5,571,328	\$5,571,328	\$3,140,790	\$41,085	\$2,389,453	\$0	\$0
5310(U)	2023	\$175,000	\$175,000	\$146,250	\$14,375	\$14,375	\$0	\$0
5310(U)	2024	\$178,750	\$178,750	\$149,438	\$14,656	\$14,656	\$0	\$0
5310(U)	2025	\$226,667	\$226,667	\$187,771	\$19,448	\$19,448	\$0	\$0
5310(U)	2026	\$299,353	\$299,353	\$179,483	\$59,935	\$59,935	\$0	\$0
5316	2023	\$56,274	\$56,274	\$28,137	\$14,068	\$14,069	\$0	\$0
5316	2024	\$50,000	\$50,000	\$25,000	\$12,500	\$12,500	\$0	\$0
5317	2023	\$129,980	\$129,980	\$64,990	\$32,495	\$32,495	\$0	\$0
5317	2024	\$111,700	\$111,700	\$55,850	\$27,925	\$27,925	\$0	\$0
5339	2023	\$260,191	\$260,191	\$218,153	\$21,019	\$21,019	\$0	\$0
5339	2024	\$273,201	\$273,201	\$229,061	\$22,070	\$22,070	\$0	\$0
5339	2025	\$291,361	\$291,361	\$231,589	\$22,386	\$37,386	\$0	\$0
5339	2026	\$279,679	\$279,679	\$234,243	\$22,718	\$22,718	\$0	\$0



# Appendix A: Public Participation Documentation

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

AFFIDAVIT OF PUBLICATION

AD# 1614945

DATES: 11-3-2022

**Notice of Public Comment Period**  
The Johnson City Metropolitan Transportation Planning Organization (MTPO) presents the draft Fiscal Years 2023-2026 Transportation Improvement Program (TIP) for a 14-day public comment period. Comments are due by **Wednesday, November 16, 2022**. 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 inter-


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 11-3-2022 and ending on 11-3-2022.

  
Teresa Hicks

Sworn to and Subscribed before me this 11 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# 1614945

DATES: 11-3-2022

State of Tennessee )  
Carter County )  
Washington County )

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

11-3-2022 at

Sworn to and Subscribed before



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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.

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.jcmpto.org](http://www.jcmpto.org). Copies of the TIP are also available at the Johnson City MTPO offices, located in the Johnson City Transit Center, 137 West Market St, Johnson City, TN 37604.

If you have any questions, comments, or would like more information, please call (423) 434-6272 or email [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

**AVISO DEL PERÍODO PÚBLICO DEL COMENTARIO**

La Organización Johnson City de Transporte Metropolitano de Planificación (MTPO) presenta el proyecto de los años fiscales 2023-2026 Programa de Mejoramiento del Transporte (TIP) para un período de comentarios públicos de 14 días. Los comentarios se reciben el miércoles, 16 de noviembre de 2022. 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 (MTP) y borrador de 2050 MTP.

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.

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.jcmpto.org](http://www.jcmpto.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, 137 West Market St, Johnson City, TN 37604.

Si usted tiene cualesquiera preguntas, comentarios, o quisiera más información por favor llame (423) 434-6272 o envíe un correo electrónico a [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

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AFFIDAVIT OF PUBLICATION

AD# 1617841

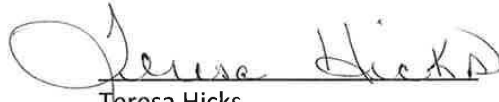
DATES: 12-2-2022

**Notice of Public Meeting**

The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet **Tuesday, December 13, 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 the 2050 Metropolitan Transportation Plan (MTP), Fiscal Years 2023-2026 Transportation Improvement Program (TIP), and safety targets, along with prioritizing a project for TDO's Three-Year Work Program. The Annual Listing of Obligated Projects is also available. The public is invited to attend. Complete agenda is available.

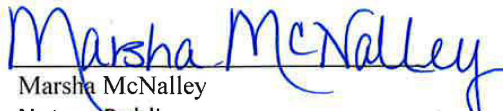
State of Tennessee )  
Carter County )  
Washington County )

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 12-2-2022 and ending on 12-2-2022.

  
Teresa Hicks

Sworn to and Subscribed before me this 12 2 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# 1617841

DATES: 12-2-2022

Notice of Public Meeting

The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet **Tuesday, December 13, 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 the 2050 Metropolitan Transportation Plan (MTP), Fiscal Years 2023-2026 Transportation Improvement Program (TIP) and safety targets, along with prioritizing a project for TDOT's Three-Year Work Program. The Annual Listing of Obligated Projects is also available. The public is invited to attend. Complete agenda is available at [www.jcmpto.org](http://www.jcmpto.org). To request special accommodations, please call 434-6272 or email [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

State of Tennessee )  
Carter County )  
Washington County )

Convocatoria de la Junta Pública

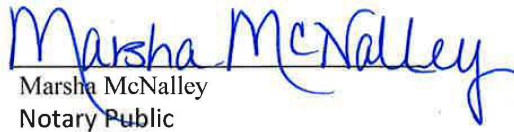
El Consejo Ejecutivo de la Organización de Planificación Johnson City Metropolitana de Transporte se reúnen el **martes, 13 de diciembre de 2022 a las 10:00** en la Sala de Entrenamiento en el Centro de Tránsito Johnson City, 137 West Market St, Johnson City, TN, que es ADA accesible. La Junta considerará adoptar el Plan de Transporte Metropolitano (MTP) 2050, el Programa de Mejora del Transporte (TIP) para los años fiscales 2023-2026 y los objetivos de seguridad, además de priorizar un proyecto para el Programa de Trabajo de Tres Años de TDOT. También está disponible el Listado Anual de Proyectos Obligados. El público está invitado a asistir. La agenda completa se encuentra disponible en [www.jcmpto.org](http://www.jcmpto.org). Para solicitar acomodaciones especiales, por favor llame al 434-6272 o por correo electrónico [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

Teresa Hicks makes the  
daily newspaper publish  
advertisement was pub  
12-2-2022  
and ending on 12-2-2022

  
Teresa Hicks

Sworn to and Subscribed before me this 12 2 2022  
Month Day Year



  
Marsha McNalley  
Notary Public

My commission expires on 11/30/2024

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THE JOHNSON CITY PRESS  
105 East Walnut Street #10  
Johnson City, TN 37601

AFFIDAVIT OF PUBLICATION

AD# 1638439

DATES: 8-1-2023

**Notice of Public Comment Period**  
The Johnson City Metropolitan Transportation Planning Organization (MTPO) is proposing to amend the Fiscal Years (FY) 2023-2026 Transportation Improvement Program (TIP) to add \$283,000 (\$243,600 Federal and \$40,000 Local) to the Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way project in Fiscal Year 2023. The scope has been revised to add the installation of turn lanes.  
**Comments are being accepted for 14 days until Monday, August 14, 2023.** 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

State of Tennessee )  
Carter County )  
Washington County )

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Teresa Hicks

Sworn to and Subscribed before me this 8 1 2023  
Month Day Year



  
Notary Public

My commission expires on July 19, 2025

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105 East Walnut Street #10  
Johnson City, TN 37601

AFFIDAVIT OF PUBLICATION

AD# 1638439

DATES: 8-1-2023

State of Tennessee )  
Carter County )  
Washington County )

Teresa Hicks makes the oath that s  
daily newspaper published in John  
advertisement was published in sa  
8-1-2023 and en

**Notice of Public Comment Period**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) is proposing to amend the Fiscal Years (FY) 2023-2026 Transportation Improvement Program (TIP) to add \$283,000 (\$243,600 Federal and \$40,000 Local) to the Traffic Signal for SR 34 (US 11E/ E Jackson Blvd) & Tiger Way project in Fiscal Year 2023. The scope has been revised to add the installation of turn lanes.

Comments are being accepted for 14 days until **Monday, August 14, 2023**. Please use this opportunity to share with us your comments regarding this amendment, 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) propone modificar el Programa de Mejoramiento del Transporte (TIP) de los años fiscales (FY) 2023-2026 para agregar \$283,000 (\$243,600 Federal y \$40,000 Local) a la Señal de Tráfico para SR 34 (US 11E/ E Jackson Blvd) y el proyecto Tiger Way en el año fiscal 2023. Se ha revisado el alcance para añadir la instalación de carriles de giro.

Los comentarios están siendo aceptadas durante 14 días hasta el lunes, 14 de agosto de 2023. 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.

Teresa Hicks  
Teresa Hicks

Sworn to and Subscribed before me this 8 1 2023  
Month Day Year



Rose Lynn Brooks  
Notary Public

My commission expires on July 19, 2025

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

THE JOHNSON CITY PRESS  
105 East Walnut Street #10  
Johnson City, TN 37601

AFFIDAVIT OF PUBLICATION

AD# 1639067

DATES: 8-8-2023

**Notice of Public Meeting**

The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet **Tuesday, August 15, 2023 at 10:30 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 approval of the FY 2024-2025 Unified Planning Work Program and an amendment to the FY 2023-2026 Transportation Improvement Program. The public is invited to attend. Complete agenda is available at [www.jcmptpo.org](http://www.jcmptpo.org). To request special accommodations, please call 434-6272 or email [jcmptpo@jcmptpo.org](mailto:jcmptpo@jcmptpo.org).

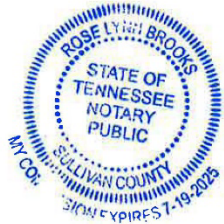
**Convocatoria de la Junta Pública**

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  
8-8-2023 and ending on 8-8-2023.

  
Teresa Hicks

Sworn to and Subscribed before me this 8 8 2023  
Month Day Year



  
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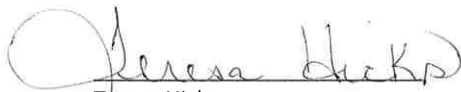
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**Convocatoria de la Junta Pública**

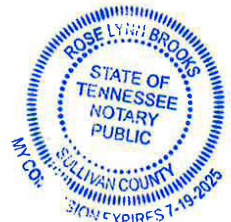
El Consejo Ejecutivo de la Organización de Planificación Johnson City Metropolitana de Transporte se reúnen **el martes, 15 de agosto de 2023 a las 10:30** en la Sala de Entrenamiento en el Centro de Tránsito Johnson City, 137 West Market St, Johnson City, TN, que es ADA accesible. La Junta considerará la aprobación del Programa de trabajo de planificación unificado para el año fiscal 2024-2025 y una enmienda al Programa de mejora del transporte para el año fiscal 2023-2026. El público está invitado a asistir. La agenda completa se encuentra disponible en [www.jcmpto.org](http://www.jcmpto.org). Para solicitar acomodaciones especiales, por favor llame al 434-6272 o por correo electrónico [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

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8-8-2023 and ending on 8-8-2023

  
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AFFIDAVIT OF PUBLICATION

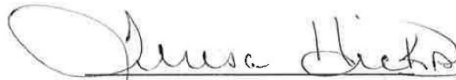
AD# 11645448

DATES: 10-25-2023

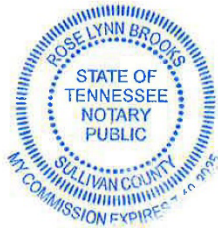
**Notice of Public Comment Period**  
The Johnson City Metropolitan Transportation Planning Organization (MTPO) is proposing to amend the Fiscal Years (FY) 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds to the Old Gray Station Road Section 2 at SR 75 Traffic Signal project and move phases to Fiscal Year 2024. The scope has been revised to add the installation of turn lanes, sidewalks, and extend the project to Roy Martin Rd.  
Comments are being accepted for 14 days until Tuesday, November 7, 2023.

State of Tennessee )  
Carter County )  
Washington County )

Teresa Hicks makes the oath that she is a Representative of The Johnson City Press, a daily newspaper published in Johnson City, in said County and State, and that the advertisement was published in said paper for 1 insertion (s) commencing on 10-25-2023 and ending on 10-25-2023.

  
Teresa Hicks

Sworn to and Subscribed before me this 10 25 2023  
Month Day Year



  
Notary Public

My commission expires on July 19, 2025

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105 East Walnut Street #10  
Johnson City, TN 37601

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AD# 11645448

DATES: 10-25-2023

**Notice of Public Comment Period**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) is proposing to amend the Fiscal Years (FY) 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-Funds to the Old Gray Station Road Section 2 at SR 75 Traffic Signal project and move phases to Fiscal Year 2024. The scope has been revised to add the installation of turn lanes, sidewalks, and extend the project to Roy Martin Rd.

Comments are being accepted for 14 days until Tuesday, November 7, 2023. Please use this opportunity to share with us your comments regarding this amendment, 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) propone modificar el Programa de Mejora del Transporte (TIP) de los años fiscales (FY) 2023-2026 para agregar \$1,700,000 (\$1,360,000 federales y \$340,000 locales) a la Sección 2 de Old Gray Station Road en SR 75. Proyecto Traffic Signal y trasladar todas las fases al año fiscal 2024. El alcance ha sido revisado para agregar la instalación de carriles de giro, aceras y extender el proyecto hasta Roy Martin Rd.

Los comentarios estándose aceptadas durante 14 días hasta el martes 7 de noviembre de 2023. 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.

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Month Day Year



Rose Lynn Brooks  
Notary Public

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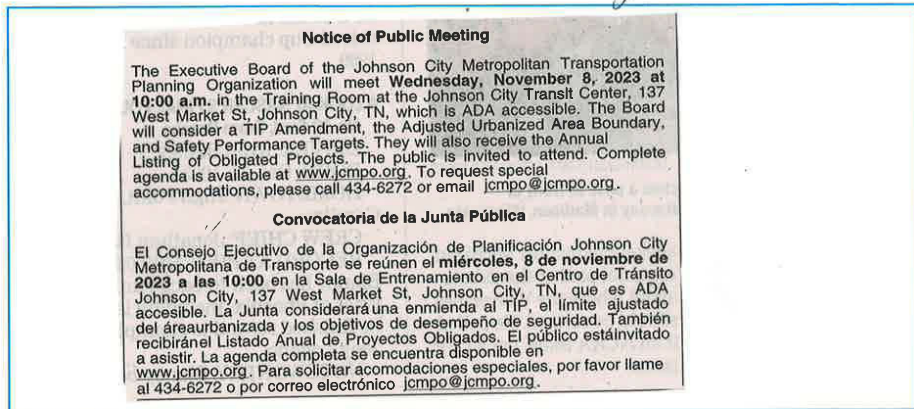
# JOHNSON CITY PRESS

## PUBLICATION CERTIFICATE

Johnson City, Tennessee

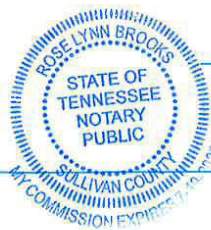
This is to certify that the Legal Notice hereto attached was published in the Johnson City Press, a daily newspaper published in the City of Johnson City, County of Washington, State of Tennessee, beginning in the issue of November 1, 2023, and appearing 1 consecutive weeks/times, as per order of JC Metropolitan Planning

Signed Jeanne Koehler



STATE OF TENNESSEE, WASHINGTON COUNTY, TO WIT:

Personally appeared before me this 1st day of November, 2023, Jeanne Koehler of the Johnson City Press and in due form of law made oath that the foregoing statement was true to the best of my knowledge and belief.



Rose Lynn Brooks  
Notary Public

My commission expires \_\_\_\_\_

**Affidavit of Publication**  
**JOHNSON CITY PRESS**  
 105 East Walnut Street • Johnson City  
 County of Washington, State of Tennessee

I, Ron Waite, being duly sworn upon oath, deposes and state that I am the publisher of the Johnson City Press, a daily newspaper published in the City of Johnson City, County of Washington, in the State of Tennessee. This Legal Notice contains a true and correct copy of what was published in the regular edition of said newspaper, in consecutive issues on the following dates:

**Publication Dates:** 07/22/2024, , ,

**Ad#: 4524**

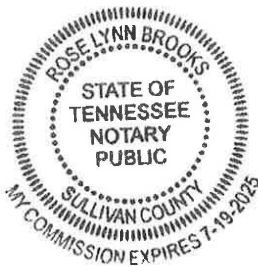


Ron Waite

Signed and sworn to before me  
 on 07/22/2024



Rose Lynn Brooks - Notary Public  
 My commission expires: July 19, 2025



This legal notice was published online at [www.johnsoncitypress.com](http://www.johnsoncitypress.com) and [www.tnpublicnotice.com](http://www.tnpublicnotice.com) during the dates listed.  
 This publication fully complies with Tennessee Code.

**Notice of Public Comment Period**

The Johnson City Metropolitan Transportation Planning Organization (MTPO) is proposing to amend the Fiscal Years (FY) 2023-2026 Transportation Improvement Program (TIP), as follows:

- Amendment 3 to amend the Old Gray Station Road Project to add \$700,000 in Congressional Earmark HIP-C funds and \$175,000 in local match in Fiscal Year 2025 for the PE-N and PE-D phases, move the ROW phase to Fiscal Year 2025, move the CONST phase to Fiscal Year 2026, and reduce the scope; and
- Amendment 4 to add the Knob Creek Road Extension ? Section 1 project into the TIP and add \$850,000 (\$680,000 Federal and \$170,000 Local Match) to the PE-D phase in Fiscal Year 2024.

Comments are being accepted for 14 days until **Monday, August 5, 2024**. Please use this opportunity to share with us your comments regarding these amendments, 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.

**Aviso de período de comentario público**

La Organización de Planificación del Transporte Metropolitan de Johnson City (MTPO) propone modificar el Programa de Mejora del Transporte (TIP) de los años fiscales (FY) 2023-2026, de la siguiente manera:

- Enmienda 3 para enmendar el Proyecto Old Gray Station Road para agregar \$700,000 en fondos HIP-C asignados por el Congreso y \$175,000 en contrapartida local en el año fiscal 2025 para las fases PE-N y PE-D, mover la fase ROW al año fiscal 2025, mover la fase CONST hasta el año fiscal 2026, y reducir el alcance; y
- Enmienda 4 para agregar el proyecto de la Sección 1 de la Extensión de Knob Creek Road al TIP y agregar \$850,000 (\$680,000 de contrapartida federal y \$170,000 local) a la fase PE-D en el año fiscal 2024.

Los comentarios están siendo aceptadas durante 14 días hasta el lunes, **5 de agosto de 2024**. 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.

PUB 1T: 7/22/2024



**Affidavit of Publication**  
**JOHNSON CITY PRESS**  
 105 East Walnut Street • Johnson City  
 County of Washington, State of Tennessee

I, Ron Waite, being duly sworn upon oath, deposes and state that I am the publisher of the Johnson City Press, a daily newspaper published in the City of Johnson City, County of Washington, in the State of Tennessee. This Legal Notice contains a true and correct copy of what was published in the regular edition of said newspaper, in consecutive issues on the following dates:

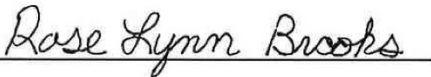
**Publication Dates:** 07/30/2024

**Ad#: 4687** Pub Mtg Notice

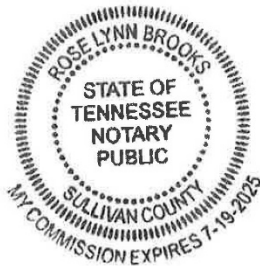


Ron Waite

Signed and sworn to before me  
 on 07/30/2024



Rose Lynn Brooks - Notary Public  
 My commission expires: July 19, 2025



This legal notice was published online at [www.johnsoncitypress.com](http://www.johnsoncitypress.com) and [www.tnpublicnotice.com](http://www.tnpublicnotice.com) during the dates listed.  
 This publication fully complies with Tennessee Code.

**Notice of Public Meeting**  
 The Executive Board of the Johnson City Metropolitan Transportation Planning Organization will meet **Wednesday, August 7, 2024 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 two amendments to the Transportation Improvement Program (TIP) and one amendment to the Unified Planning Work Program (UPWP). The public is invited to attend. Complete agenda is available at [www.jcmpto.org](http://www.jcmpto.org). To request special accommodations, please call 434-6272 or email [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

**Convocatoria de la Junta Pública**  
 El Consejo Ejecutivo de la Organización de Planificación Johnson City Metropolitana de Transporte se reúnen el **miércoles, 7 de agosto de 2024 a las 10:00** 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 dos enmiendas al Programa de Mejora del Transporte (TIP) y una enmienda al Programa de Trabajo de Planificación Unificada (UPWP). El público está invitado a asistir. La agenda completa se encuentra disponible en [www.jcmpto.org](http://www.jcmpto.org). Para solicitar acomodaciones especiales, por favor llame al 434-6272 o por correo electrónico [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org).

PUB 1T: 7/30/2024

## Appendix B: Memorandum of Agreement

Please note, the Memorandum of Agreement is currently being drafted and reviewed by TDOT and FHWA. Once the agreement has been finalized, it will be provided to the MPOs for signature and inclusion in the final TIP document.

**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.

*Statewide Grouping Crosswalk*

<b>Travel Congestion and Clean Air Improvement Grouping (2399000094)</b>	
<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>
<p>Reduce traffic congestion and improve air quality for areas not meeting standards for ozone, carbon monoxide, or particulate matter (non-attainment) and for former non-attainment areas that are now in compliance (maintenance areas).</p>	<ul style="list-style-type: none"> <li>• State planning and research</li> <li>• Installation of vehicle-to-infrastructure communications equipment</li> <li>• Electric vehicle and natural gas vehicle infrastructure</li> <li>• Diesel retrofits for PM 2.5 non-attainment or maintenance areas</li> <li>• Use verified technology for non-road vehicles and engines used in port- related freight operations for PM 2.5 non-attainment or maintenance areas under 23 U.S.C. or Chapter 53 of 49 U.S.C.</li> <li>• Install diesel emission control technology on non-road diesel equipment or such equipment that is used on highway construction projects for PM 2.5 non-attainment or maintenance areas.</li> <li>• Establish/operate a traffic monitoring, management, and control facility or program               <ul style="list-style-type: none"> <li>○ Improve signalization</li> <li>○ Transportation Demand Management</li> <li>○ Bicycle and Pedestrian Facilities</li> <li>○ Public Outreach and Education</li> <li>○ Carpooling/Vanpooling</li> </ul> </li> <li>• Build high occupancy vehicle (HOV) lanes</li> <li>• Intersection improvement.</li> <li>• Add turning lanes</li> <li>• Improve transportation systems management and operations</li> <li>• Implement intelligent transportation systems (ITS)</li> </ul>

<b>Travel Congestion and Clean Air Improvement Grouping (2399000094) (Cont'd)</b>	
<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>
	<ul style="list-style-type: none"> <li>• Purchase diesel retrofits</li> <li>• Provide information and technical assistance to owners/operators of diesel equipment and vehicles.</li> <li>• The most cost-effective projects to reduce emissions from port-related landside non-road or on road equipment that is operated within the boundaries of the area [23 U.S.C.149(k)(2) &amp; (4)]</li> <li>• Shared micro mobility, including bike-sharing and shared scooter systems; [§11115(1); 23 U.S.C. 149(b)(7);</li> <li>• The purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; [§23 U.S.C. 149(b)(8)];</li> <li>• Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and [§1115(1) and (2); 23 U.S.C. 149(b)(10), (b)(11), and (c)(4)]</li> <li>• In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations. [§ 1115(3); 23 U.S.C. 149(f)(4)(A)]</li> </ul>

<b>Safety Grouping (2300000088)</b>	
<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>
<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training, and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> <li>• Consistency with SHSP,</li> <li>• Crash experience, crash potential, or other data- supported means, Compliance with the requirements of Title 23 of the U.S.C., and</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> </ul>

## Safety Grouping (2300000088) (Cont'd)

Function of Grouping Activities	Allowable Work Types
<ul style="list-style-type: none"> <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>• 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> <li>• Collection, analysis, and improvement of safety data</li> <li>• Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety</li> <li>• Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators.</li> <li>• The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife</li> <li>• Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.</li> <li>• Construction and operational improvements on high risk rural roads.</li> <li>• Geometric improvements to a road for safety purposes that improve safety.</li> <li>• Road safety audits.</li> <li>• Roadway safety infrastructure improvements consistent with FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103)</li> <li>• Truck parking facilities eligible for funding</li> </ul>

## Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) Grouping

Function of Grouping Activities	Allowable Work Types
<p>Bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40. Provide funding to address corona virus disease 2019 (Covid 19) impacts related to Highway Infrastructure Programs.</p>	<ul style="list-style-type: none"> <li>• Preventative Maintenance as discussed in 23 U.S.C. 116 (e);</li> <li>• Routine Maintenance. However, if it is performed by contract, states and subrecipients must follow 2 CFR 200.317. Routine maintenance may also be performed by state or local forces through normal operations.</li> <li>• Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of state DOTs or local governments.</li> <li>• Salaries of employees (including those employees who have been placed on administrative leave) or contractors.</li> <li>• The debt service costs allocable to the highway surface transportation projects associated with the bond issuance.</li> <li>• Funds for availability payments related to highway surface transportation.</li> <li>• The state incurred a cost for the identified “Special Authority” cost objective(s) and the state demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s);</li> <li>• Projects with a public tolling agency or ferry system, preferably through a subrecipient /subaward type grant agreement between the entity and the state.</li> <li>• STBG eligible activities in 23 USC 133(b).</li> <li>• Advance Construction conversion, obligation and outlay for projects prior to incurrence of cost and which have been included in a STIP.</li> </ul>

## National Highway Freight Program (NHFP) Grouping

Function of Grouping Activities	Allowable Work Types
<p>Projects for the preservation and improvement of the conditions and performance of the National Highway Freight Network (NHFN), including:</p> <ul style="list-style-type: none"> <li>• Rehabilitation, resurfacing, preservation, and operational improvements.</li> <li>• Traffic operations.</li> <li>• Environmental mitigation.</li> <li>• Statewide studies.</li> <li>• Data collection</li> <li>• investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.</li> <li>• improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.</li> <li>• improving the state of good repair of the NHFN.</li> <li>• using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.</li> <li>• improving the efficiency and productivity of the NHFN.</li> <li>• improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and</li> <li>• reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]</li> <li>• Project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions [§11114(3)(D); 23 U.S.C. 167(h)(5)(b)(iii) and (vi)]</li> </ul>	<ul style="list-style-type: none"> <li>• Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.</li> <li>• Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to the land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.</li> <li>• Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.</li> <li>• Efforts to reduce the environmental impacts of freight movement.</li> <li>• Environmental and community mitigation for freight movement.</li> <li>• Railway-highway grade separation.</li> <li>• Geometric improvements to interchanges and ramps.</li> <li>• Truck-only lanes.</li> <li>• Climbing and runaway truck lanes.</li> <li>• Adding or widening shoulders.</li> <li>• Truck parking facilities eligible for funding under section 1401 of MAP-21.</li> <li>• Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.</li> <li>• Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.</li> <li>• Traffic signal optimization, including synchronized and adaptive signals.</li> <li>• Work zone management and information systems.</li> <li>• Highway ramp metering.</li> <li>• Electronic cargo and border security technologies that improve truck freight movement.</li> <li>• Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.</li> <li>• Additional road capacity to address highway freight bottlenecks.</li> <li>• Physical separation of passenger vehicles from commercial motor freight.</li> </ul>



## National Highway Freight Program (NHFP) Grouping (Cont'd)

Function of Grouping Activities	Allowable Work Types
	<ul style="list-style-type: none"> <li>• Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.</li> <li>• A highway or bridge project, other than a project previously described, to improve the flow of freight on the National Highway Freight Network.</li> <li>• Any other surface transportation project to improve the flow of freight into and out of a public or private freight rail or water facility (including ports), and facilities that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.</li> <li>• For the modernization of a lock or dam, or</li> <li>• On a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing)</li> </ul>

## National Highway System Preservation and Operation Grouping (2300000076)

Function of Grouping Activities	Allowable Work Types
<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> <li>• Provide support for activities to increase the resiliency of The NHS to mitigate the cost of damage from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.</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> <li>• Traffic Management Center (TMC) operations and utilities.</li> </ul>

**National Highway System Preservation and Operation Grouping  
(23000000076) (Cont'd)**

Function of Grouping Activities	Allowable Work Types
	<ul style="list-style-type: none"> <li>• Freeway service patrols.</li> <li>• Traveler information.</li> <li>• 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.</li> <li>• 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.</li> <li>• Rail-highway grade crossing improvements.</li> <li>• Highway safety improvements:               <ul style="list-style-type: none"> <li>• Installation of new or improvement of existing guardrail.</li> <li>• Installation of traffic signs and signals/lights.</li> <li>• Spot safety improvements.</li> <li>• Sidewalk improvements.</li> <li>• Pedestrian and/or bicycle facilities.</li> <li>• Traffic calming and traffic diversion improvements.</li> <li>• Noise walls,</li> <li>• Wetland and/or stream mitigation,</li> <li>• Environmental restoration and pollution abatement,</li> <li>• Control of noxious weeds and establishment of native species.</li> </ul> </li> <li>• Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following:               <ul style="list-style-type: none"> <li>• 90% for certain Interstate projects under 23 U.S.C. 120(a); or</li> <li>• 100% for certain safety items under 23 U.S.C. 120(c); or</li> <li>• 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501</li> </ul> </li> <li>• Underground public utility infrastructure carried out in conjunction with an otherwise eligible project;</li> <li>• Resiliency improvements on the NHS, including protective features;</li> <li>• Activities to protect NHS segments from cybersecurity threats.</li> </ul>

**Surface Transportation System Preservation and Operation Grouping  
(2300000090)**

Function of Grouping Activities	Allowable Work Types
<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> <li>• 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,</li> <li>• Traffic operations on Federal-aid highways,</li> <li>• Bridge and tunnel improvements on public roads,</li> <li>• Safety improvements on public roads,</li> <li>• Environmental mitigation</li> <li>• Scenic and historic highway programs,</li> <li>• Landscaping and scenic beautification,</li> <li>• Historic preservation,</li> <li>• Infrastructure projects for improving non-driver access to public transportation and enhanced mobility,</li> <li>• Community improvement activities</li> </ul>	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <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: <ul style="list-style-type: none"> <li>○ Infrastructure-based intelligent transportation systems (ITS) capital improvements.</li> <li>○ Traffic Management Center (TMC) operations and utilities.</li> <li>○ Freeway service patrols,</li> <li>○ Traveler information.</li> </ul> </li> <li>• 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</li> <li>• 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.</li> <li>• Rail - Highway grade crossing improvements</li> </ul>

**Surface Transportation System Preservation and Operation Grouping  
(23000000090) (Cont'd)**

Function of Grouping Activities	Allowable Work Types
	<ul style="list-style-type: none"> <li>• Highway safety improvements:               <ul style="list-style-type: none"> <li>○ Installation of new or improvement of existing guardrail.</li> <li>○ Installation of traffic signs and signals/lights.</li> <li>○ Spot safety improvements.</li> </ul> </li> <li>• Sidewalk improvements,</li> <li>• Pedestrian and/or bicycle facilities,</li> <li>• Traffic calming and traffic diversion improvements,</li> <li>• Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21.</li> <li>• Noise walls,</li> <li>• Wetland and/or stream mitigation,</li> <li>• Environmental restoration and pollution abatement,</li> <li>• Control of noxious weeds and establishment of native species</li> <li>• Privately-owned or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system. [23 U.S.C. 133(b)(1)(B)];</li> <li>• Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];</li> <li>• The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];</li> <li>• Projects eligible under 23 U.S.C. &gt; 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];</li> <li>• Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];</li> <li>• Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];</li> <li>• Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];</li> <li>• Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];</li> </ul>

<b>Surface Transportation System Preservation and Operation Grouping (23000000090) (Cont'd)</b>	
<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>

	<ul style="list-style-type: none"> <li>• Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];</li> <li>• Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C.(b)(19)];</li> <li>• Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 U.S.C 133(b)(21)].</li> <li>• [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system [§ 11109(a)(7); 23 U.S.C. 113(b)(23) and (j)];</li> <li>• Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];</li> <li>• Replacement of low-water crossing with a bridge not on a Federal-aid highway [§11109(a)(2)(D); 23 U.S.C. 133(c)4];</li> <li>• Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§11130; 23 U.S.C. 142(a)(3)];</li> <li>• [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§11109(a)(7); 23 U.S.C. 133(k)]</li> </ul>
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**Surface Transportation System Preservation and Operation Grouping  
(23000000090) (Cont'd)**

Function of Grouping Activities	Allowable Work Types
<p>Transportation Enhancement projects,</p>	<p>Activities previously authorized under the Transportation Enhancement Program:</p> <ul style="list-style-type: none"> <li>• Pedestrian and bicycle facilities, safety, and educational activities.</li> <li>• Acquisition of scenic easements and scenic or historic sites.</li> <li>• Scenic or historic highway programs,</li> <li>• Landscaping and other scenic beautification activities,</li> <li>• Historic preservation,</li> <li>• Rehabilitation and operation of historic transportation buildings, structures, or facilities,</li> <li>• Preservation of abandoned railway corridors,</li> <li>• Advertising,</li> <li>• Archaeological planning and research,</li> <li>• Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.</li> <li>• Establishment of transportation museums,</li> </ul> <p>Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage.</p>
<p>Safe Routes to School (SRTS) projects,</p>	<p>Infrastructure related activities:</p> <ul style="list-style-type: none"> <li>• Infrastructure related activities: <ul style="list-style-type: none"> <li>• Sidewalk improvements</li> <li>• Traffic calming and speed reduction improvements</li> <li>• Pedestrian and bicycle crossing improvements</li> <li>• On-street bicycle facilities</li> <li>• Off-street bicycle and pedestrian facilities</li> <li>• Secure bicycle parking facilities</li> <li>• Traffic diversion improvements approximately within 2 miles of a school location.</li> </ul> </li> <li>• Non-infrastructure related activities: <ul style="list-style-type: none"> <li>• Public awareness campaigns and outreach to press and community leaders.</li> <li>• Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> <li>○ Student sessions on bicycle and pedestrian safety, health, and environment</li> <li>○ Funding for training, volunteers, and managers of safe routes to school program.</li> </ul> </li> </ul> </li> </ul>

**Surface Transportation System Preservation and Operation Grouping  
(23000000090) (Cont'd)**

Function of Grouping Activities	Allowable Work Types
<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> <li>• On- and off-road pedestrian and bicycle facilities,</li> </ul>	<p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> <li>• 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:               <ul style="list-style-type: none"> <li>○ Sidewalk improvements.</li> <li>○ Bicycle infrastructure.</li> <li>○ Pedestrian and bicycle signals.</li> <li>○ Traffic calming techniques.</li> <li>○ Lighting and othersafety-related infrastructure.</li> <li>○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990</li> </ul> </li> </ul>

**Surface Transportation System Preservation and Operation – TAP Grouping  
(23000000090)**

Function of Grouping Activities	Allowable Work Types
<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> <li>• On- and off-road pedestrian and bicycle facilities,</li> </ul>	<p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> <li>• 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:               <ul style="list-style-type: none"> <li>○ Sidewalk improvements.</li> <li>○ Bicycle infrastructure.</li> <li>○ Pedestrian and bicycle signals.</li> <li>○ Traffic calming techniques.</li> <li>○ Lighting and othersafety-related infrastructure.</li> <li>○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990</li> </ul> </li> </ul>



**Surface Transportation System Preservation and Operation – TAP Grouping  
(23000000090)**

Function of Grouping Activities	Allowable Work Types
<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>
<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>
<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> <li>• Activities in furtherance of a vulnerable road user safety assessment [ [§ 11109(b)(1)(C); 23 U.S.C. 133(h)(3)(C).</li> </ul>

Surface Transportation System Preservation and Operation – SRTS Grouping	
Function of Grouping Activities	Allowable Work Types
<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 the right-of-way of former Interstate System routes or other divided highways</li> </ul>

Surface Transportation System Preservation and Operation – RTP Grouping (23000000090)	
Function of Grouping Activities	Allowable Work Types
<ul style="list-style-type: none"> <li>Recreational Trail Program projects.</li> </ul>	<p>Recreational Trails Program activities under 23 U.S.C. 206.</p> <ul style="list-style-type: none"> <li>Maintenance and restoration of existing recreational trails</li> <li>Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails</li> <li>Purchase and lease of recreational trail construction and maintenance equipment</li> <li>Construction of new recreational trails</li> <li>Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors</li> <li>Assessment of trail conditions for accessibility and maintenance</li> <li>Development and dissemination of publications and operation of educational programs to promote safety and environmental protection</li> <li>Payment of costs to the State incurred in administering the program</li> <li>Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> <li>90% for certain Interstate projects under 23 U.S.C. 120(a); or</li> <li>100% for certain safety items under 23 U.S.C. 120(c); or</li> <li>100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.</li> </ul> </li> </ul>

**Surface Transportation System Preservation and Operation - Workforce Development, Training, and Education Grouping (2300000082)**

Function of Grouping Activities	Allowable Work Types
<p>Surface transportation workforce development, training, and education activities.</p>	<p>Direct educational expenses (not including salaries) in connection with the education and training of transportation employees</p> <ul style="list-style-type: none"> <li>• National Highway Institute (NHI) course participation</li> <li>• College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation</li> <li>• Local technical assistance programs (LTAP)</li> <li>• Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following:               <ul style="list-style-type: none"> <li>○ 90% for certain Interstate projects under 23 U.S.C. 120(a); or</li> <li>○ 100% for certain safety items under 23 U.S.C. 120(c); or</li> <li>○ 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C.14501.</li> </ul> </li> </ul>

**Carbon Reduction Program**

Function of Grouping Activities	Allowable Work Types
<p>Funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</p>	<ul style="list-style-type: none"> <li>A a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems.</li> <li>B a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));</li> <li>C transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,3 including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;</li> <li>D a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;</li> </ul>

**Carbon Reduction Program (Cont'd)**

Function of Grouping Activities	Allowable Work Types
	<p>E a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology.</p> <p>F a project to replace street lighting and traffic control devices with energy-efficient alternatives.</p> <p>G development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);</p> <p>H a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs.</p> <p>I efforts to reduce the environmental and community impacts of freight movement.</p> <p>J a project to support deployment of alternative fuel vehicles, including—</p> <ul style="list-style-type: none"> <li>(i) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and</li> <li>(ii) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities.</li> </ul> <p>K a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit.</p> <p>L certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and</p> <p>M a project that reduces transportation emissions at port facilities, including through the advancement of port electrification</p>

PROTECT Formula Program	
Function of Grouping Activities	Allowable Work Types
<p>Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.</p>	<ul style="list-style-type: none"> <li>A Planning activities limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments, technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation [§ 11405; 23 U.S.C. 176(c)(2) and 176(d)(3)];</li> <li>B Resilience Improvements to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters [§ 11405; 23 U.S.C. 176(d)(4)(A)];</li> <li>C Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events [§ 11405, 23 U.S.C. 176(d)(4)(B)]; or</li> <li>D At-Risk Coastal Infrastructure activities to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs. [§ 11405; 23 U.S.C. 176(d)(4)(C)]</li> </ul>

## 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.