

DRAFT



Fiscal Years 2026 – 2029 Transportation Improvement Program



Adopted [DATE]

**This Fiscal Years (FYs) 2026 – 2029 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.

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.

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
List of Abbreviations	7
1 Introduction	9
1.1 About the Johnson City MTPO.....	9
1.2 Metropolitan Planning Area	9
1.3 Organizational Structure.....	9
1.4 Purpose of the Document.....	11
2 Program Development.....	12
2.1 Planning Horizon.....	12
2.2 Project Selection	12
2.3 Project Phases.....	12
2.4 Advanced Construction	13
2.5 National Goals of the Federal-Aid Highway Program.....	13
2.6 Federal Planning Factors	14
3 Public Participation	14
3.1 Coordination and Consultation Process	15
3.2 Title VI.....	15
3.3 ADA and Transition Plans.....	16
3.4 Public Transportation Program of Projects	17
3.5 Annual Listing of Obligated Projects.....	17
4 Financial Plan	18
4.1 Fiscal Constraint.....	18
4.2 Revenue Sources.....	18
4.3 Cost Estimation.....	18
4.4 Ongoing Maintenance and Operations Cost	19
4.5 Funding Programs.....	20
5 TIP Amendment and Modification Procedures.....	27
5.1 Project Thresholds	27
5.2 Amendments	27
5.3 Administrative Modifications	28
6 Status of Projects in FYs 2023-2026 TIP	29

7	Projects to Carryover from FYs 2023-2026 TIP to FYs 2026-2029 TIP	34
8	Illustrative Projects	35
9	Performance Measures and Targets.....	37
9.1	What is Performance-Based Planning and Programming?	37
9.2	Transportation National Goals with Performance Measures and Targets.....	38
9.3	Transit National Goals with Performance Measures and Targets.....	40
9.4	Linking Performance Measures and Targets to the MTP	43
10	Individual Project Sheets for the FYs 2026 – 2029 TIP.....	48
Section A: Surface Transportation Block Grant Program – Local Allocation to MPO Projects (STBG-L) ...		50
2022-01	Downtown Johnson City Crosswalk Safety Project	51
2022-02	Signalization Grouping.....	52
2023-10	Linear Path and Tweetsie Trail Connector.....	53
2023-11	Roundabout at Overmountain Drive	54
2023-12	Overmountain Drive Extension.....	55
2023-13	Traffic Management Center	56
2023-17	Old Gray Station Road Section 2 at SR 75 and Traffic Signal	57
2023-18	ITS Fiber Optic Expansion	58
2026-07	Boones Creek Road Roundabout.....	59
Section B: Surface Transportation Block Grant Program – State Projects (STBG-S).....		60
2006-01	Knob Creek Road Extension – Section 1	61
2090565	Surface Transportation System Preservation and Operation Urban Grouping.....	62
Section C: Highway Safety Improvement Program (HSIP)		63
2090595	Safety – Urban Grouping	64
Section D: National Highway Performance Program (NHPP)		65
2090560	National Highway System Preservation and Operation Urban Grouping	66
Section E: Transit Projects (FTA)		67
2026-01	JCT Transit Operating – Sec. 5307	68
2026-02	JCT Transit Capital – Sec. 5307	69
2026-03	JCT Transit Capital – Sec. 5310	70
2026-04	JCT Transit Capital – Sections 5307 & 5339.....	71
2026-05	NET Trans Operating Expenses.....	72
2026-06	NET Trans Capital Purchases.....	73
Section F: Transportation Alternatives		74

2023-19	Historic Covered Bridge Structural Rehabilitation.....	75
2026-08	Safe Routes to School near West Side Elementary and TA Dugger Jr. High Schools	76
Section G: Financial Summary Tables		77
Financial Summary of Highway Funds		78
Financial Summary of STBG-L Funds (Local Allocation to MPO).....		80
Financial Summary of Transit Funds		82
Appendix A: Public Participation Documentation.....		84
Appendix B: Memorandum of Agreement		87
Appendix C: Statewide Grouping Descriptions		96

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: _____

Date: _____

Mayor John Hunter

Chair, Johnson City MTPO Executive Board

Signature: _____

Date: _____

Ronnie Porter

Director, TDOT Program Operations Division

Adoption Resolution

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

To Approve and Adopt the Federal Fiscal Years 2026 – 2029 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) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) 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 Metropolitan Transportation Plan, which serves as a guide for the development of the TIP; and

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

WHEREAS, no Federal funds can be obligated or expended until they are programmed into the TIP; and

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

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 Federal Fiscal Years 2026 – 2029 TIP.

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
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
ER	Emergency Relief Program
IJA	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
ITS	Intelligent Transportation System
JCT	Johnson City Transit System
MAINT	Maintenance
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MOA	Memorandum of Agreement
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTPO	Metropolitan Transportation Planning Organization
NEPA	National Environment Policy Act
NET Trans	Northeast Tennessee Regional Public Transit
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
OP	Operating Expenditure
PE-N	Preliminary Engineering (NEPA)
PE-D	Preliminary Engineering (Design)
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
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 is scheduled to be adopted by the Johnson City MTPO Executive Board in an August meeting and approved by the Governor of the State of Tennessee during the fall of 2025.

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

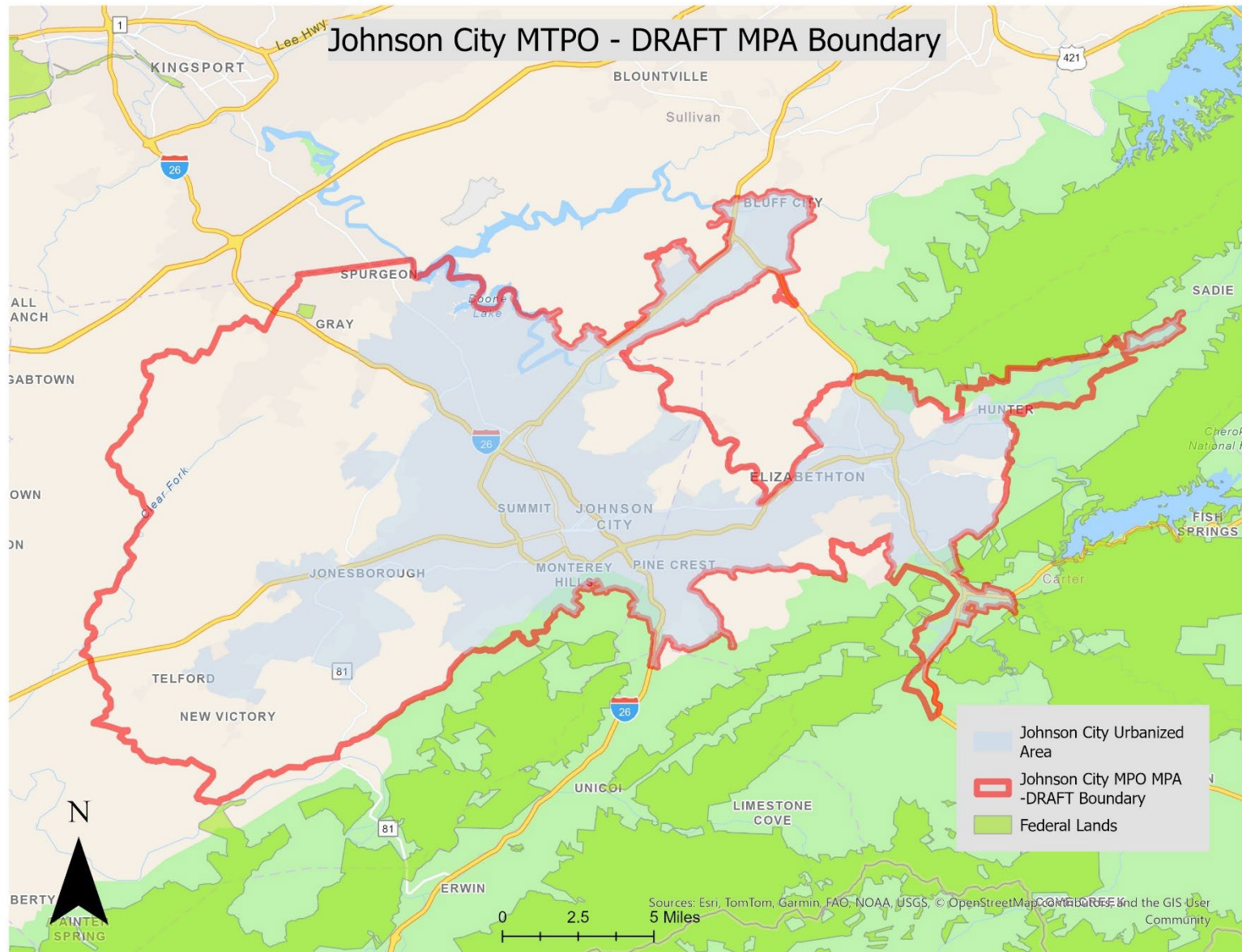
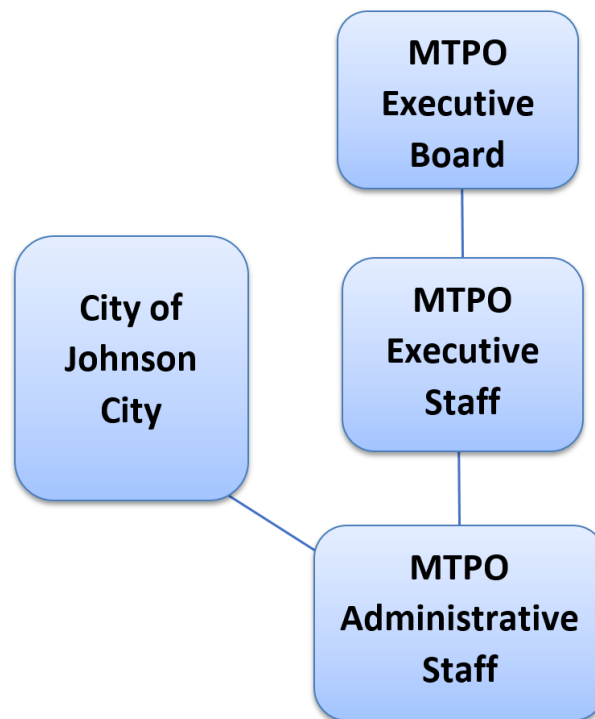


Figure 2
Johnson City MTPO Organizational Chart



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, TDOT's Ten-Year Plan, TDOT's 25-Year Long-Range Transportation Policy Plan, the Strategic Highway Safety Plan (SHSP) for Tennessee, the Eastern Federal Lands Highway Division TIP, and the Johnson City Unified Planning Work Program.

2.1 Planning Horizon

All projects in the TIP are derived from the Johnson City MTPO 2050 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 are consistent with the MTP. The 2050 MTP was adopted on December 13, 2022. 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, 2025 to September 30, 2029. The previous TIP covered the FFYs period of October 1, 2022 to September 30, 2026 and was adopted on December 13, 2022. The next TIP will cover the FFYs period of October 1, 2028 to September 30, 2032, and the development cycle will begin in early 2028.

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. Most projects included in this TIP are carryover projects from the previous TIPs, with one new project. All projects are consistent with the 2050 MTP. 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. 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 1** on the next page lists the types of project phases found in the TIP and a brief description.

Table 1

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

2.4 Advanced Construction

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

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

2.5 National 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://jcmpo.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 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 2** on the next page.

3.2 Title VI

As with all processes and projects in the Johnson City MTPO, Title VI is 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.”

All projects using federal highway trust funds for the Johnson City MTPO comply with Title VI. 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 2025, in both English and Spanish languages. The TIP document can also be translated into another language, upon request.

Table 2

Transportation Improvement Program (TIP) Checklist	
Activity	Technique(s)
Draft Document	Available online at www.jcmpo.org and at the Johnson City MTPO office.
Comment Opportunities	<ul style="list-style-type: none">• Public Meetings and Workshops;• Electronic Surveys or Comment Forms;• Posts on social media;• During standard public meetings, such as Executive Board/Staff meetings; and• In person or by mail to the Johnson City MTPO Office
Public Notice & Comment Period	14 Calendar Days, beginning with public notice in a regional newspaper and on the Johnson City MTPO website at www.jcmpo.org , and on social media. http://www.jcmpo.org/
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.

3.3 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 3 on the next page describes the status of the ADA Transition Plans that are required for cities and counties with 50 or more employees.

Table 3

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	✓	✓	✓	✓
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 IJA (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 \$1,902,680 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 IJA (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 fuel 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

The TIP is required to be fiscally constrained. 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. In consultation with the TDOT Planning Division, the following inflation rates will be applied to projects programmed into their respective fiscal year:

- FY 2026: 5.5%
- FY 2027: 4.5%
- FY 2028: 3.5%
- FY 2029: 3.5%

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 4** 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, the same inflation rate for FFY 2026 as stated above will be used to estimate the budget and is shown in the Financial Summary of Highway Funds on page 80. In the event Federal transportation funds were made available for maintenance and operations projects, it would be identified in the TIP.

Table 4

Highway Maintenance and Operations Budgets – FFY 2026		
Jurisdiction	Estimated Annual Revenues	Estimated Annual Costs
Town of Bluff City, TN	\$320,723.00	\$320,723.00
City of Elizabethton, TN	\$2,618,726.00	\$2,618,726.00
City of Johnson City, TN	\$17,996,900.00	\$17,996,900.00
Town of Jonesborough, TN	\$988,721.00	\$988,721.00
Town of Unicoi, TN	\$155,064.00	\$155,064.00
Town of Watauga, TN	\$13,567.00	\$13,567.00
Carter County, TN*	\$2,242,145.00	\$2,242,145.00
Sullivan County, TN*	\$271,461.00	\$271,461.00
Unicoi County, TN*	\$27,138.00	\$27,138.00
Washington County, TN*	\$20,634,215.00	\$20,634,215.00
TDOT	\$2,824,534.00	\$2,824,534.00
Total Annual Budget	\$48,093,194.00	\$48,093,194.00

*These figures include county-wide costs.

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 5** on the next page provides estimated annual operations and maintenance costs for the public transportation providers.

Table 5

Public Transportation Maintenance and Operations Budgets		
Revenue Source	Estimated Annual Revenues	Estimated Annual Costs
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
Total Annual Budget	\$5,225,169	\$5,225,169

4.5 Funding Programs

Over the years, new transportation authorizations have eliminated, consolidated, or created transportation funding programs. The current transportation authorization, the IIJA (BIL), is a five-year authorization enacted on November 15, 2021. **Table 6** 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 6** 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. Also of note is the expiration of the IIJA (BIL) on September 30, 2026, and funding programs may be added or removed in the new reauthorization act. Also, the funding ratio is shown 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. The next authorization act may also remove or add programs.

Table 6

Federal Transportation Funding Programs		
IIJA (BIL) Federal Programs	Description	Funding Ratio
Federal Highway Administration - Formula Programs		
Bridge Formula Program (BFP)	Provides formula funds replace, rehabilitate, preserve, protect, and construct highway bridges.	80% Federal, 20% Non-Federal
Carbon Reduction Program (CRP)	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
Emergency Relief Program (ER)	Provides funding for emergency repairs and permanent repairs on Federal-aid highways and roads, and roads on Federal Lands.	80%-100% Federal, 0%-20% Non-Federal
Federal Lands Transportation Programs (FLTP) (FLAP)	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
Highway Infrastructure Program (HIP)	Provides formula funds to replace, rehabilitate, preserve, protect, and construct highway bridges.	80%-90% Federal, 0%-10% Non-Federal

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	
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	
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Formula to States	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	
Surface Transportation Block Grant Program (STBG-L) (STBG-S)	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

Federal Transportation Funding Programs		
IIJA (BIL) Federal Programs	Description	Funding Ratio
Federal Transit Administration Programs		
Urbanized Area Formula Grant (Section 5307)	Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. Other eligible activities include job access and reverse commute projects. Operators must maintain equipment & facilities according to the Transit Asset Management Plan.	<u>Capital</u> – 80% Federal, 20% Non-Federal <u>Operating</u> – 50% Federal, 50% Non-Federal
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Section 5310 is a formula grant program for urbanized areas that provides funding for operating and capital expenses of state/local governments, non-profit groups, and operators of public transportation providing service to elderly persons or persons with disabilities.	<u>Capital</u> – 80% Federal, 20% Non-Federal <u>Operating</u> – 50% Federal, 50% Non-Federal
Formula Grant for Rural Areas (Section 5311)	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
Bus and Bus Facilities (Section 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

Federal Discretionary (Competitive) Grant Programs		
IIJA (BIL) Federal Programs	Description	Funding Ratio
Federal Highway Administration Programs		
Bridge Investment Program (BIP)	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
Infrastructure for Rebuilding America (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
Better Utilizing Investments to Leverage Development (BUILD) Grant Program (formerly RAISE/TIGER Grant)	Projects with a significant local or regional impact that improve transportation infrastructure.	80% Federal, 20% Non-Federal
National Infrastructure Project Assistance Program ("Mega-projects")	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects that cost \$100 million or more.	
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Discretionary Grants	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

Reconnecting Communities Pilot Program (RCP)	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including mobility, access, or economic development.	50-80% Federal, 20-50% Non-Federal
Safe Streets and Roads for All Grants (SS4A)	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
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	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
Wildlife Crossings Pilot Program	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

Federal Discretionary (Competitive) Grant Programs		
IJA (BIL) Federal Programs	Description	Funding Ratio
Federal Transit Administration Programs		
Bus and Bus Facilities Discretionary Program (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
Low or No Emissions Bus Discretionary Program (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 7** 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 7

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 2023-2026 TIP

The Johnson City MTPO discussed the status of the MTPO's STBG balance in several Executive Board meetings. It was also announced at the Executive Board meeting on February 25, 2025 that a new TIP would be developed and asked for a status of current projects. 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 8** and **9** 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 System Preservation and Operation Urban Grouping (2090565, STBG-State funds)
- National Highway System Preservation and Operation Urban Grouping (2090560, NHPP funds); and
- Safety - Urban Grouping (2090595, HSIP/PHSIP/HSIP-R funds).

Table 8**Status of Projects in FYs 2023-2026 TIP**

TIP No. TDOT PIN	Project Name (Location)	Description	Status
2006-11 102620.00	Knob Creek Road Extension – Section 1 (Johnson City/ TDOT)	Widening and new alignment for Knob Creek Rd from west of Mizpah Hills Drive's intersection to Marketplace Blvd replaces an existing one-lane railroad underpass with a new overpass.	PE and Design Underway
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.	Under Construction
2022-01 133219.00	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.	PE and Design Underway
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.	Project Initiated
2023-10 134927.00	Linear Path and Tweetsie Trail Connector (Elizabethton)	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.	PE and Design Underway
2023-11 N/A	Roundabout at Overmountain Drive (Elizabethton)	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.	Not Initiated

2023-12 N/A	Overmountain Drive Extension (Elizabethton)	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.	Not Initiated
2023-13 N/A	Traffic Management Center (Elizabethton)	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.	Not Initiated
2023-16 N/A	Christan Church Road Improvements (Johnson City)	Widen to 3 lanes, curb and gutter, add turn lanes and sidewalks	Not Initiated
2023-17 N/A	Old Gray Station Road Section 2 at SR 75 and Traffic Signal (Johnson City)	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.	Project Initiated
2023-18 N/A	ITS Fiber Optic Expansion (Johnson City)	Expand fiber optic cable to additional traffic signals and locations throughout Johnson City.	Project Initiated
2023-19 129815.00	Historic Covered Bridge Structural Rehabilitation (Elizabethton)	Rehabilitation of a historic transportation bridge for pedestrian use.	PE and Design Underway
2090015 124790.00	Knob Creek Road Section 2 (06040) (TDOT)	Reconstruct 2 lane roadway addressing geometric issues.	Historical Review Underway

Table 9**Status of FTA Transit Projects**

TIP No.	Project Name (Agency)	Description	Status
2023-01	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
2023-02	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
2023-03	JCT Capital – Sec. 5310 (Johnson City Transit)	Acquisition of paratransit vehicles, buses, and/or technology for mass transit operations.	Completed
2023-04	JCT Capital – Sec. 5307 & 5339 (Johnson City Transit)	Acquisition of paratransit vehicles, buses, and/or technology	Plan to purchase 3 buses and cameras for bus lot
2023-05	New Freedom (Johnson City Transit)	Funds operating assistance, capital purchases and program administration of the New Freedom route service.	Funding will be spent out by the end of 2025
2023-06	Job Access (Johnson City Transit)	Funds operating assistance, capital purchases and program administration of the Job Access Program services.	Old funds from the state have been spent out; program continues with Section 5307 Operating funds.
2023-07	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.	On-Going

		<p>Service will also provide regional connectivity between UZAs.</p> <p>Daily operating of demand response service (including employees' wages, fuel, insurance, radio communications, operating supplies and utilities).</p>	
2023-08	NET Trans Capital Project (NET Trans)	Section 5339 funds that will be used to purchase vehicles for use within the Johnson City Urbanized Area	Currently working on transmitting the application for this grant to purchase a vehicle.
2023-09	Mobility Management (NET Trans)	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.	On-Going
2023-14	Enhanced Mobility of Seniors and Individuals with Disabilities Program Grouping	Section 5310 transit formula funding awarded by TDOT to area agencies for capital vehicle purchases from statewide contract	Annual Application Process

7 Projects to Carryover from FYs 2023-2026 TIP to FYs 2026-2029 TIP

After the status of a project was assessed, the determination was made whether to carryover the project to the new TIP. The Executive Board follows TDOT's policy of "What we start, we finish." The MTPO staff coordinated with project sponsors to consider a project's current status, available funding, and capacity for matching local funds before making the decision to carry them over to the FYs 2026-2029 TIP. **Table 10** below lists the carryover projects.

Table 10

TIP No. TDOT PIN	Project Name (Location)	Description
2006-11 102620.00	Knob Creek Road Extension – Section 1	Widening and new alignment for Knob Creek Rd from west of Mizpah Hills Drive's intersection to Marketplace Blvd replaces an existing one-lane railroad underpass with a new overpass.
2022-02 N/A	Signalization Grouping	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.
2023-10 134927.00	Linear Path and Tweetsie Trail Connector	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.
2023-11 N/A	Roundabout at Overmountain Drive	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.
2023-12 N/A	Overmountain Drive Extension	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.
2023-13 N/A	Traffic Management Center	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.

TIP No. TDOT PIN	Project Name (Location)	Description
2023-17 N/A	Old Gray Station Road Section 2 at SR 75 and Traffic Signal	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.
2023-18 N/A	ITS Fiber Optic Expansion	Expand fiber optic cable to additional traffic signals and locations throughout Johnson City.
2023-19 129815.00	Historic Covered Bridge Structural Rehabilitation	Rehabilitation of a historic transportation bridge for pedestrian use.

8 Illustrative Projects

Table 11 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 2026-2029 TIP in order to be funded.

For this TIP, there is one project that is unfunded. It is the Knob Creek Road – Section 2 project, from Mizpah Hills Drive to Boones Creek Road. TDOT included this section as an IMPROVE Act project; however, the start of this project has been delayed due to funding constraints in the 10-Year Plan. We hope for TDOT to move this project forward in the near future.

Table 11
Illustrative Projects

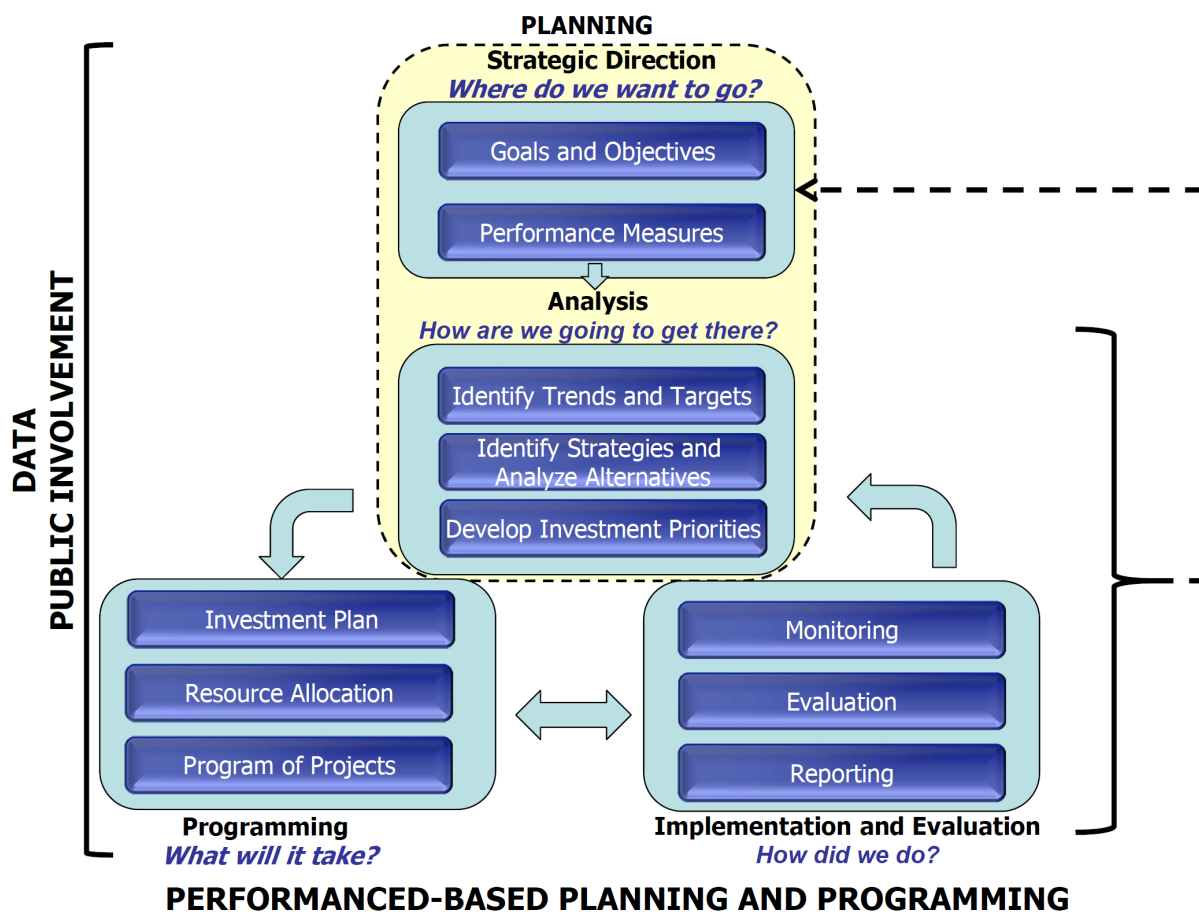
Project Name	From	To	Length Miles	Type of Improvement	Project Description	Phase	Estimated Cost
Knob Creek Rd - Section 2	West of Mizpah Hills Dr	Boones Creek Rd	1.99	Reconstruction	Reconstruct 2 lane roadway addressing geometric issues.	PE	\$2,300,000

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 IIJA (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 12** below and **13** 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 12 (PM1)

Transportation National Goals, Performance Measures and Targets				
National Goal	Performance Measure	Baseline (2020-2024)¹	Performance Target for 2021-2025²	Status for TDOT/MTPO
Safety	Total number of traffic-related fatalities on all public roads	1,263.2	1,321.2	Targets established by TDOT on August 31, 2024 and by Johnson City MTPO on February 25, 2025
	Rate of traffic-related fatalities on all public roads per 100 million VMT ³	1.541	1.579	
	Total number of traffic-related serious injuries on all public roads	5,812.6	6,069.2	
	Rate of traffic-related serious injuries on all public roads per 100 million VMT	7.090	7.251	
	Total number of non-motorized fatalities and serious injuries on all public roads	602.2	670.9	

¹ The baseline is based on preliminary figures from early 2024. FHWA will determine the final figures in early 2025.

² 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.

³ VMT – Vehicle Miles Traveled

Table 13 (PM2 and PM3)

National Goal	Performance Measure	Baseline	2-Year Performance Target	4-Year Performance Target	Status for TDOT/MTPO
Infrastructure Condition - Pavement	Percentage of pavements on the Interstate System in Good condition	70.8%	58.0%	58.0%	Targets established by TDOT on October 1, 2024; and by Johnson City MTPO by February 25, 2025
	Percentage of pavements on the Interstate System in Poor condition	0.2%	1.0%	1.0%	
	Percentage of the non-interstate National Highway System in Good condition	40.3%	36.0%	36.0%	
	Percentage of the non-interstate National Highway System in Poor condition	4.1%	6.0%	6.0%	
Infrastructure Condition - Bridge	Percentage of National Highway System bridges classified as in Good condition	32.5%	32.0%	32.0%	Targets established by TDOT on October 1, 2024; Johnson City MTPO – not applicable
	Percentage of National Highway System bridges classified as in Poor condition	5.0%	6.0%	6.0%	
Congestion Reduction	Annual Hours of Peak Hour Excessive Delay Per Capita	Not applicable to the Johnson City MTPO Area, which is in attainment and is not eligible for CMAQ funding	MTPO – not applicable	MTPO – not applicable	Targets established by TDOT on October 1, 2024; Johnson City MTPO – not applicable
	Percentage of Non-Single Occupancy Vehicle (SOV) Travel				
System Reliability	Percentage of the Person-Miles Traveled on the Interstate that are reliable	92.1%	88.2%	88.2%	Targets established by TDOT on October 1, 2024; and by Johnson City MTPO by February 25, 2024
	Percentage of the Person-Miles Traveled on the Non-Interstate National Highway System that are reliable	93.4%	89.4%	87.0%	

<i>National Goal</i>	Performance Measure	Baseline	2-Year Performance Target	4-Year Performance Target	Status for TDOT/MTPO
<i>Freight Movement & Economic Vitality</i>	Percentage of Interstate System mileage providing reliable truck travel time	1.32	1.35	1.55	Targets established by TDOT on October 1, 2024; and by Johnson City MTPO by February 25, 2024
<i>Environmental Sustainability</i>	Total emissions reductions by applicable pollutants under the CMAQ program	Not applicable to the Johnson City MTPO Area, which is in attainment and is not eligible for CMAQ funding	MTPO – not applicable	MTPO – not applicable	Targets established by TDOT on October 1, 2024; 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 14** on the next page. The transit safety targets are shown in **Table 15** on page 44.

Table 14

Transit National Goals, Performance Measures and Targets				
National Goal	Performance Measure	Baseline (June 2024)	Performance Target (June 2025)	Status for Public Transportation Providers / MTPO
Transit Asset Management	Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	Bus - 0% Cutaway - 20% Minivan - 66% Vans - 78%	Bus - 0% Cutaway - 20% Minivan - 50% Vans - 50%	Public transportation providers established targets in June 2024 and will update targets in June 2025; Johnson City MTPO to establish targets in August 2025
	Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB	Service Vehicles - 50%	Service Vehicles - 100%	
	Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	Maintenance - 0% Passenger - 0%	Maintenance - 0% Passenger - 0%	
	Infrastructure: The percentage of track segments (by mode) that have performance restrictions	Not applicable as no providers operate passenger trains	Not applicable as no providers operate passenger trains	Not applicable

Table 15

<i>Transit National Goals, Performance Measures and Targets</i>				
<i>National Goal</i>	<i>Performance Measure</i>	<i>Performance Target</i>		<i>Status for Public Transportation Providers / MTPO</i>
		<i>Number</i>	<i>Rate per 100K VRM*</i>	
<i>Improving the transit industry's safety performance</i>	Major Events	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00	Public transportation providers established targets in June 2024 and will update targets in June 2025; Johnson City MTPO to establish targets in August 2025
	Collisions	JCT: 6 NET Trans: 0	JCT: 1.41 NET Trans: 0.00	
	Pedestrian Collisions	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00	
	Vehicular Collisions	JCT: 6 NET Trans: 0	JCT: 1.41 NET Trans: 0.00	
	Fatalities	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00	
	Transit Worker Fatality	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00	
	Injuries	JCT: 2 NET Trans: 1	JCT: 0.3528 NET Trans: 0.04	
	Transit Work Injuries	JCT: 0 NET Trans: 1	JCT: 0.00 NET Trans: 0.04	
	Assault on Transit Workers	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00	
	Major Mechanical Failures	JCT: 25 NET Trans: 24	Miles between Major Mechanical Failures JCT: 24,000 NET Trans: 95,558	

*VRM – Vehicle Revenue Miles

9.4 Linking Performance Measures and Targets to the MTP

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 16** below shows the linkage of project selection criteria to the performance targets.

Table 16

Linkage of Performance Measures to Project Selection Criteria	
Performance Measure	Project Selection Criteria
Safety	Safety and Security
Pavement / Bridge Condition	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>
Congestion Reduction	Traffic Congestion Mitigation <i>(Please note: the Johnson City MTPO MPA is an attainment area and is not eligible for CMAQ funding)</i>
System Reliability	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>
Freight Movement & Economic Vitality	Regional Access <i>(Please note: TDOT currently maintains and manages projects on the interstate and NHS routes in the Johnson City MTPO MPA)</i>
Environmental Sustainability	Sustainable Growth and Livability <i>(Please note: the Johnson City MTPO MPA is an attainment area and is not eligible for CMAQ funding)</i>
Transit Asset Management	Traffic Congestion Mitigation Regional Access Sustainable Growth and Livability
Transit Safety	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 2050 MTP was adopted on December 13, 2022.

Table 17 below demonstrates the linkage between the goals and objectives within the MTP to the federal planning factors and national goals in the IIJA (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 17

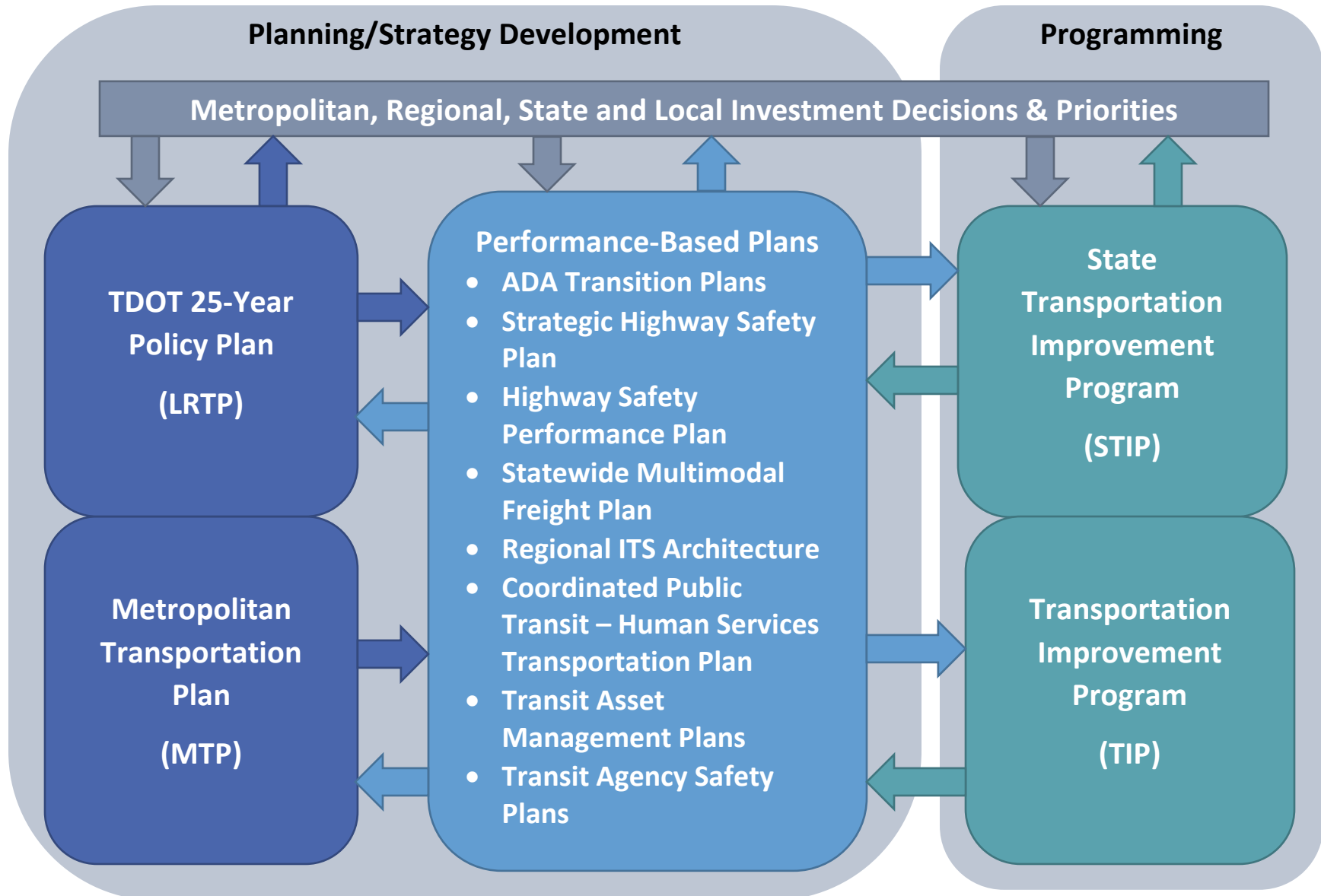
Linking MTP Goals to National Goals			
MTP Goals	MTP Objectives	IIJA (BIL)	
		Federal Planning Factors	National Goals
Goal #1: Improve Safety and Security throughout the MTPO Area Transportation System	Objective: Reduce crash rates for serious injuries and fatalities	Increase the safety of the transportation system for motorized and non-motorized users. Increase the security of the transportation system for motorized and non-motorized users.	Safety - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
	Objective: Reduce the number of secondary traffic crashes		
	Objective: Establish initiatives (projects and programs) to improve the safety and security of vulnerable roadway users (e.g. pedestrians, cyclists, transit riders, and the young and old)		
	Objective: Encourage partnerships with other transportation and non-transportation agencies to enhance transportation safety and security		
	Objective: Increase the transportation system's resilience to climate change and extreme weather		
Goal # 2: Mitigate Traffic Congestion along Major Routes of the MTPO Area	Objective: Reduce travel delays between major attractions in the MTPO study area	Increase accessibility and mobility of people and freight. Promote efficient system management and operation .	Congestion reduction - Achieve a significant reduction in congestion on the National Highway System.
	Objective: Seek cost-effective management solutions and new technologies as a means of addressing congestion, reducing transportation delay, improving travel time reliability, and improving system operations		

	Objective: Increase transit and other transportation demand management strategies		System reliability - Improve the efficiency of the surface transportation system.
	Objective: Enhance the flow of raw materials and manufactured products		
Goal # 3: Promote Sustainable Economic Growth and Livability by Enhancing the MTPo Area Transportation System	Objective: Maintain what we have and take a “state of good repair” approach to our community’s transportation assets	Emphasize the preservation of the existing transportation system.	Infrastructure condition - Maintain the highway infrastructure asset system in a state of good repair. Environmental sustainability - Enhance the performance of the transportation system while protecting and enhancing the natural environment.
	Objective: 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 resiliency of the transportation system and reduce or mitigate stormwater impacts of surface transportation. 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.	
	Objective: Promote alternative forms of transportation (such as walking, biking, and transit)		
	Objective: 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		
Goal # 4: Enhance Regional Access to and from the MTPo Area	Objective: Maintain and improve access to regional areas outside of the MTPo area	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Freight movement and economic vitality - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets,
	Objective: 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 travel and tourism .	

	<p>Objective: Strategically target transportation investments to areas supportive of and conducive to growth and redevelopment initiatives</p>	<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p>	<p>and support regional economic development.</p> <p>Reduced project delivery delays - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.</p>
--	---	--	--

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 2026 – 2029 TIP

The following sections constitute the program of projects to be included in the FYs 2026-2029 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

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2022-01			City of Johnson City
State	County	County and/or City in which the project will be implemented	
TN	Washington, Washington		
State Route	Total Project Cost	If the project triggers air quality conformity (our area is in attainment)	
	\$1,000,000		
Project Name		Total Cost of completing the project, including all the phases of the project (some phases in the past)	
Downtown Johnson City Crosswalk Safety Project			
Termini		If the project triggers air quality conformity (our area is in attainment)	
Various Intersections in downtown Johnson City			
Project Description			
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.			
Long Range Plan #	Page Number in MTP	Conformity Status	
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
Total			\$1,000,000	\$1,000,000	\$0	\$0

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



Downtown Johnson City Crosswalk Safety 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

5/16/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2022-01	133219.00		City of Johnson City
State	County		
TN	Washington		
State Route	Total Project Cost		
	\$1,000,100		

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

Pg 89

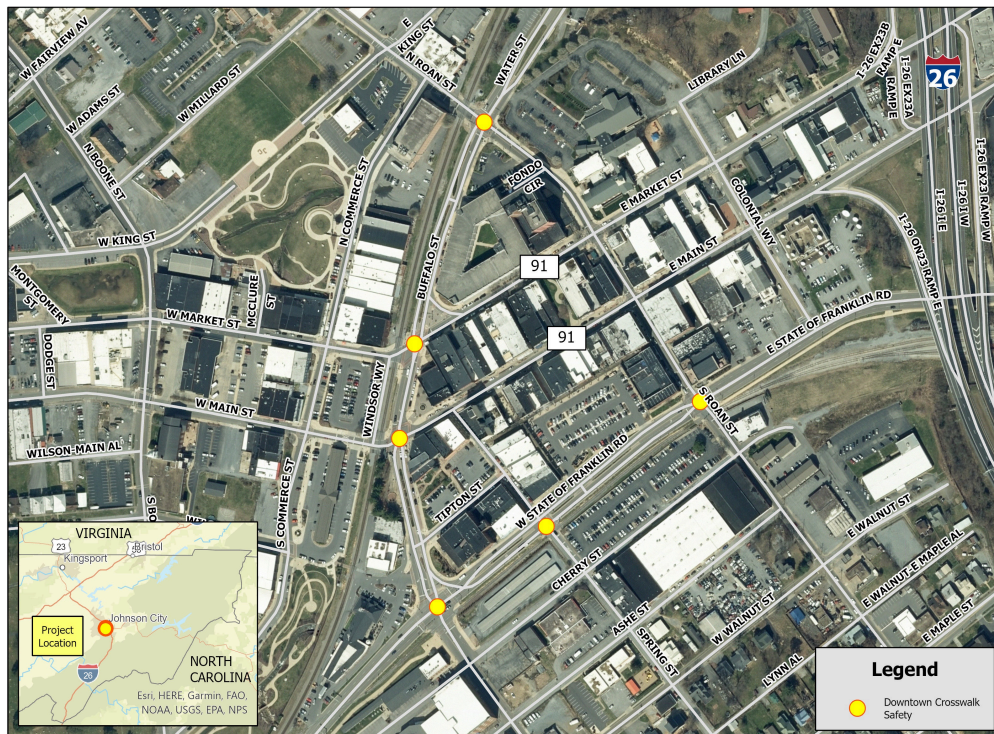
Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG-L	\$75,000	\$75,000	\$0	\$0
2026	CONST	STBG-L	\$548,200	\$548,200	\$0	\$0
2026	CONST	STBG-L	\$301,900	\$241,520	\$0	\$60,380
Total			\$925,100	\$864,720	\$0	\$60,380

Comments:

- PE-N in the amount of \$75,000 was obligated 5/30/2023.



Downtown Johnson City Crosswalk Safety



0 0.03 0.07 0.13 Miles

TIP Project Report

5/16/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2022-02			Various

State	County
TN	Washington

State Route	Total Project Cost
	\$3,975,000

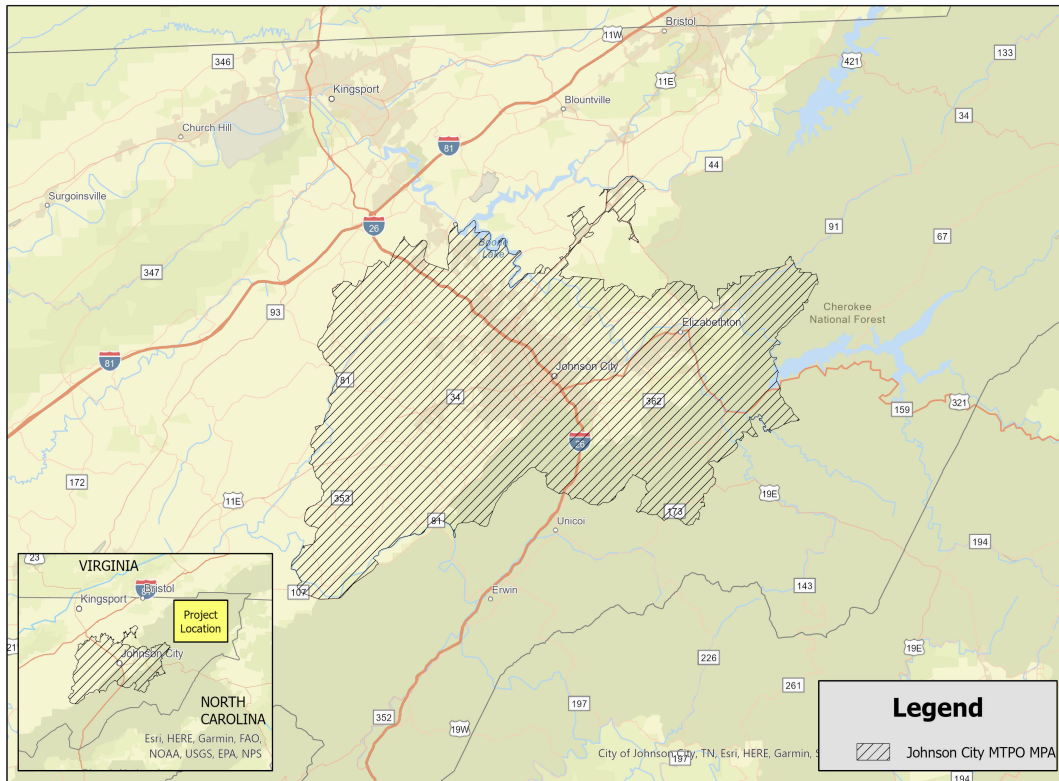
Project Name
Signalization Grouping

Termini
Throughout the Johnson City MTPo area

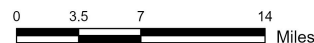
Project Description
This grouping will be used to fund installation of traffic signals in the Johnson City MTPo area to improve safety and congestion, such as mast arms, emergency pre-emption devices, CCTV, advanced signal controls, etc.

Long Range Plan #	Conformity Status
Pg 89	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N/PE-D/ROW/CONST	STBG-L	\$3,975,000	\$3,975,000	\$0	\$0
Total			\$3,975,000	\$3,975,000	\$0	\$0



Signalization Grouping



TIP Project Report

5/14/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-10	134927.00	0.23	Elizabethton

State	County
TN	Carter

State Route	Total Project Cost
	\$585,000

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.

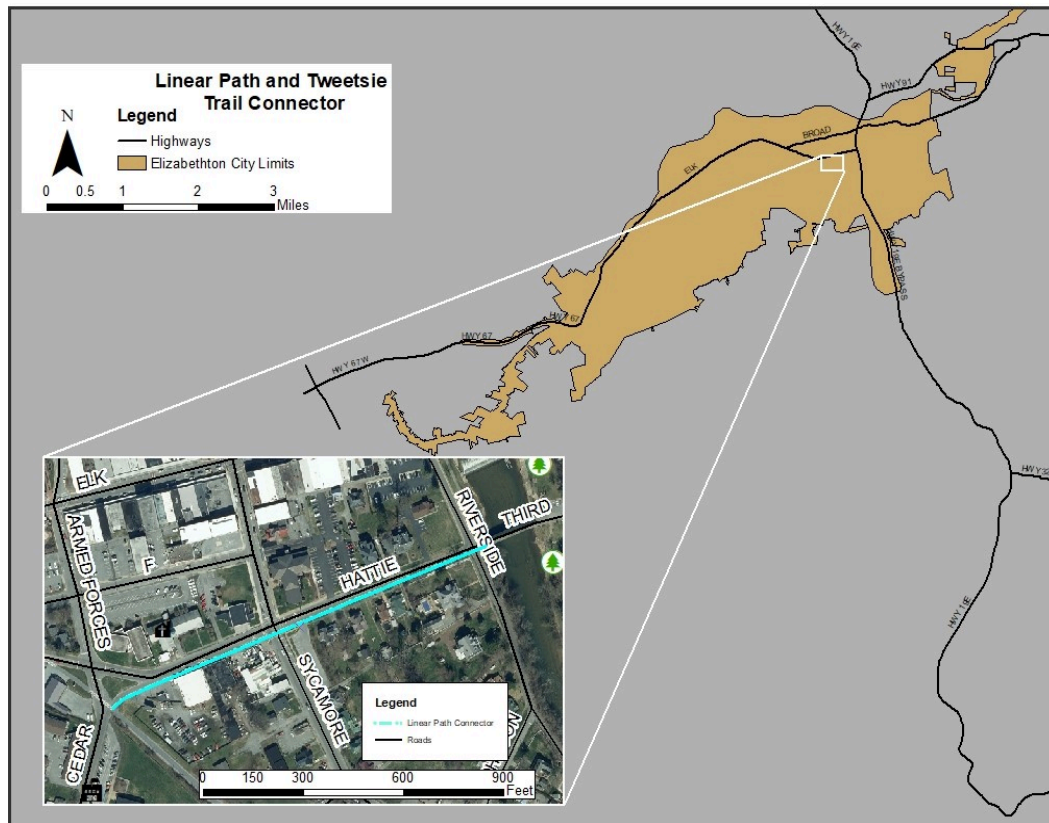
Long Range Plan

E+C, pg 38

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	STBG-L	\$35,000	\$28,000	\$0	\$7,000
2026	PE-D	STBG-L	\$35,000	\$28,000	\$0	\$7,000
2027	CONST	STBG-L	\$515,000	\$412,000	\$0	\$103,000
Total			\$585,000	\$468,000	\$0	\$117,000



TIP Project Report

5/14/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-11			Elizabethton

State	County
TN	Carter

State Route	Total Project Cost
	\$1,036,500

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.

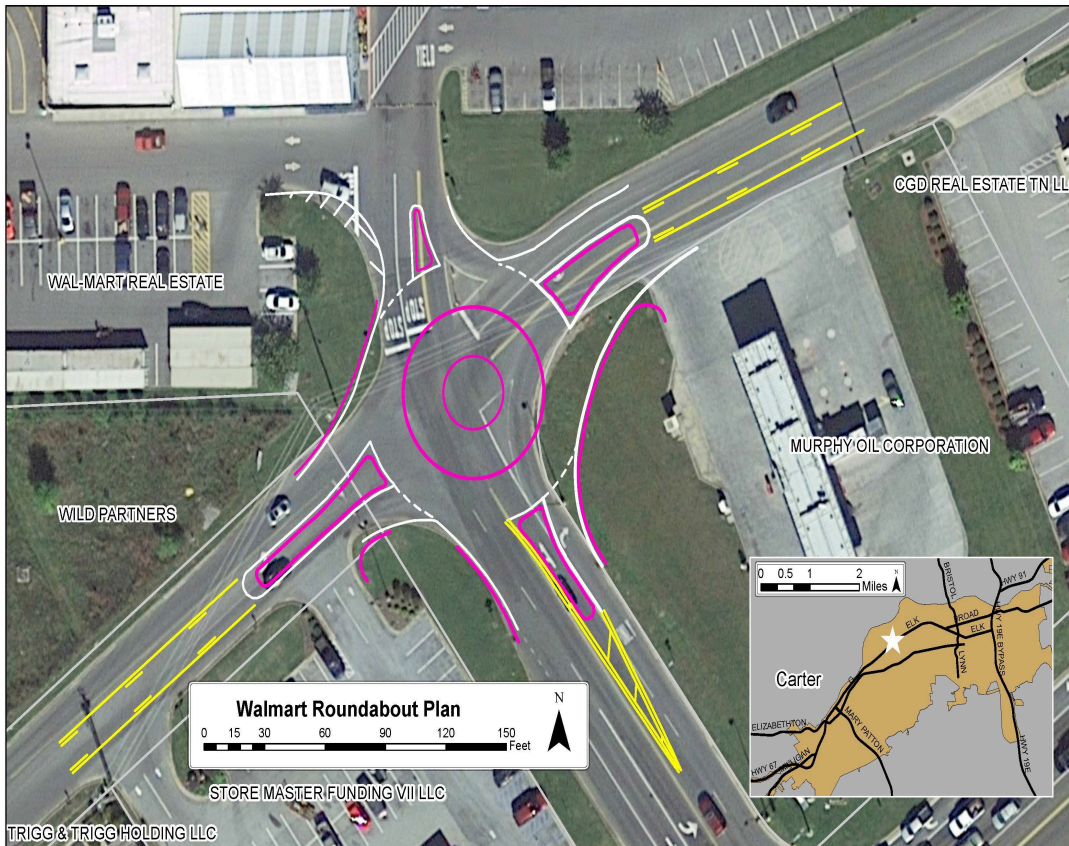
Long Range Plan

E+C, pg 39

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2027	PE-N	STBG-L	\$82,700	\$82,700	\$0	\$0
2028	PE-D	STBG-L	\$85,600	\$85,600	\$0	\$0
2029	ROW	STBG-L	\$118,200	\$118,200	\$0	\$0
Total			\$286,500	\$286,500	\$0	\$0



TIP Project Report

5/14/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-12		0.23	Elizabethton

State	County
TN	Carter

State Route	Total Project Cost
	\$1,420,000

Project Name

Overmountain Drive Extension

Termini

Overmountain Drive near the intersection of Militia Court

Project Description

New 2-3 lane roadway to be done in phases. New 2-3 lane roadway from Franklin Club Dr/ US Hwy 321 intersection to the existing OverMountain Dr., and roadway from US Hwy 321 to Wamart Entrance. New 2-3 lane roadway from the new roundabout to Patriot Dr and Stonewall Jackson Dr. Project will include ADA-compliant sidewalks and ramps, striping, and signage.

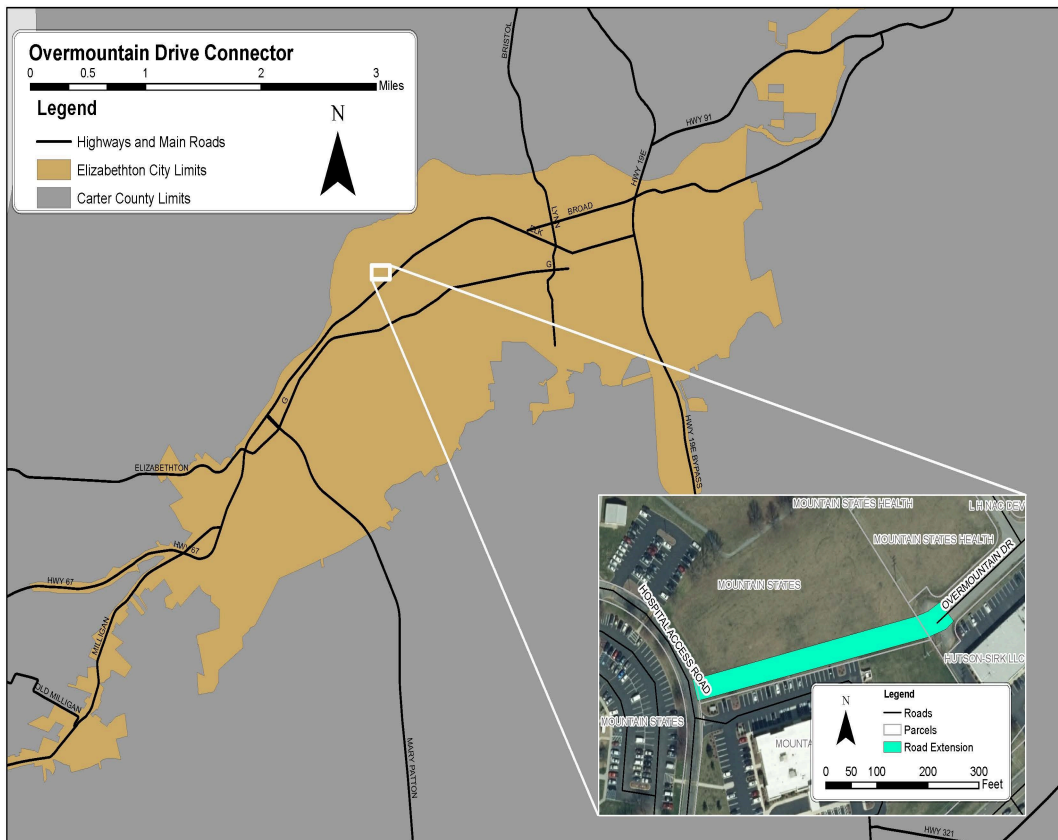
Long Range Plan

E+C, pg 39

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2027	PE-N	STBG-L	\$85,000	\$68,000	\$0	\$17,000
2028	PE-D	STBG-L	\$85,000	\$68,000	\$0	\$17,000
2029	ROW	STBG-L	\$500,000	\$400,000	\$0	\$100,000
Total			\$670,000	\$536,000	\$0	\$134,000



TIP Project Report

5/14/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-13		0.23	Elizabethton

State	County
TN	Carter

State Route	Total Project Cost
SR-91	\$887,200

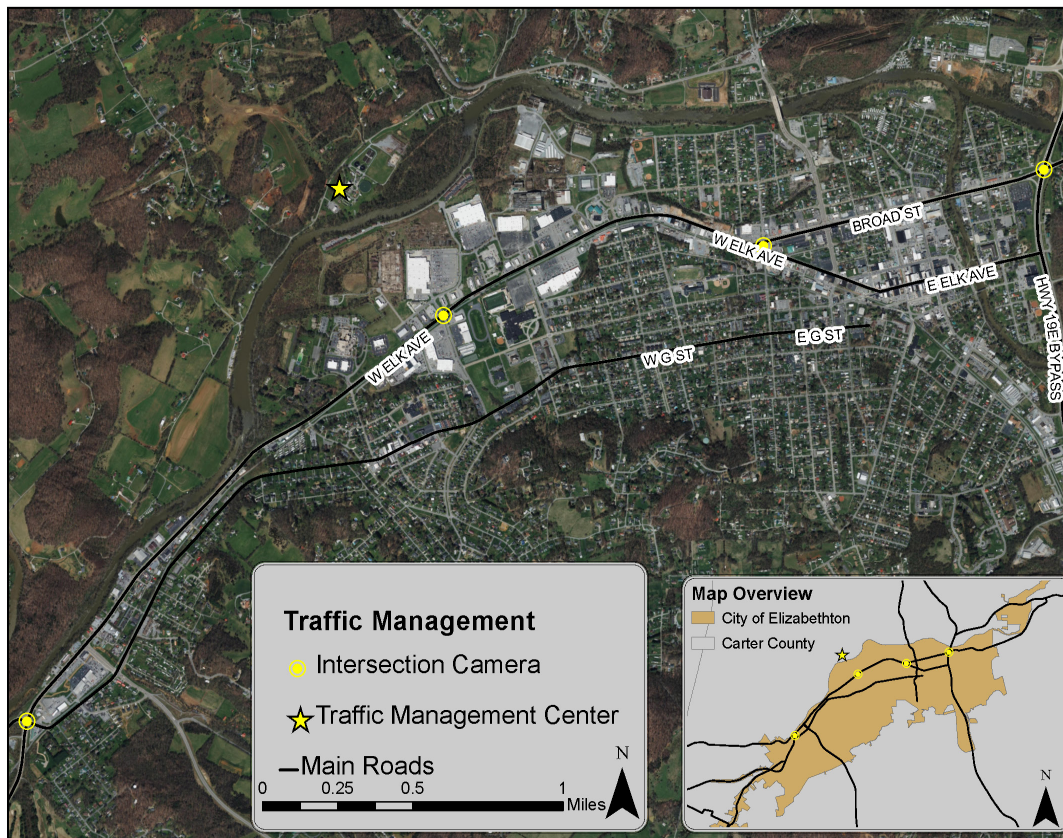
Project Name
Traffic Management Center

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 City's Engineering Department and installation of CCTV cameras at various intersections along the SR67/91 corridor.

Long Range Plan #	Conformity Status
E+C, pg 41	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	STBG-L	\$25,000	\$20,000	\$0	\$5,000
2027	PE-D	STBG-L	\$112,000	\$89,600	\$0	\$22,400
2028	CONST	STBG-L	\$750,200	\$600,160	\$0	\$150,040
Total			\$887,200	\$709,760	\$0	\$177,440



TIP Project Report

5/16/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-17		0.4	City of Johnson City

State	County
TN	Washington

State Route	Total Project Cost
SR-75	\$9,475,000

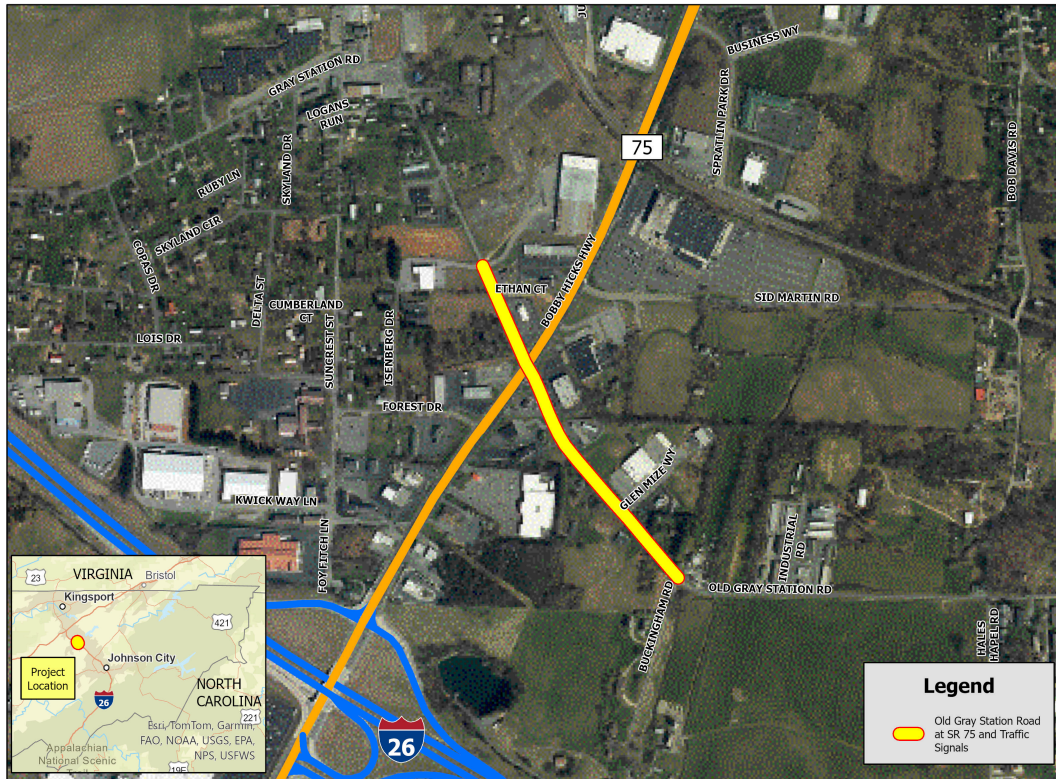
Project Name
Old Gray Station Road Section 2 at SR 75 and Traffic Signal

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

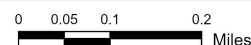
Project Description
Widen Old Gray Station Road to 3 lanes from Buckingham Road to 550' north of SR 75. Add a westbound right turn lane on SR 75 at Old Gray Station Road. The signal at Old Gray Station Road at SR 75 will be upgraded.

Long Range Plan #	Conformity Status
E+C, page 39	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	HIP-C	\$525,000	\$420,000	\$0	\$105,000
2026	PE-D	HIP-C	\$350,000	\$280,000	\$0	\$70,000
2027	ROW	STBG-L	\$600,000	\$480,000	\$0	\$120,000
2028	CONST	STBG-L	\$8,000,000	\$6,400,000	\$0	\$1,600,000
Total			\$9,475,000	\$7,580,000	\$0	\$1,895,000



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



TIP Project Report

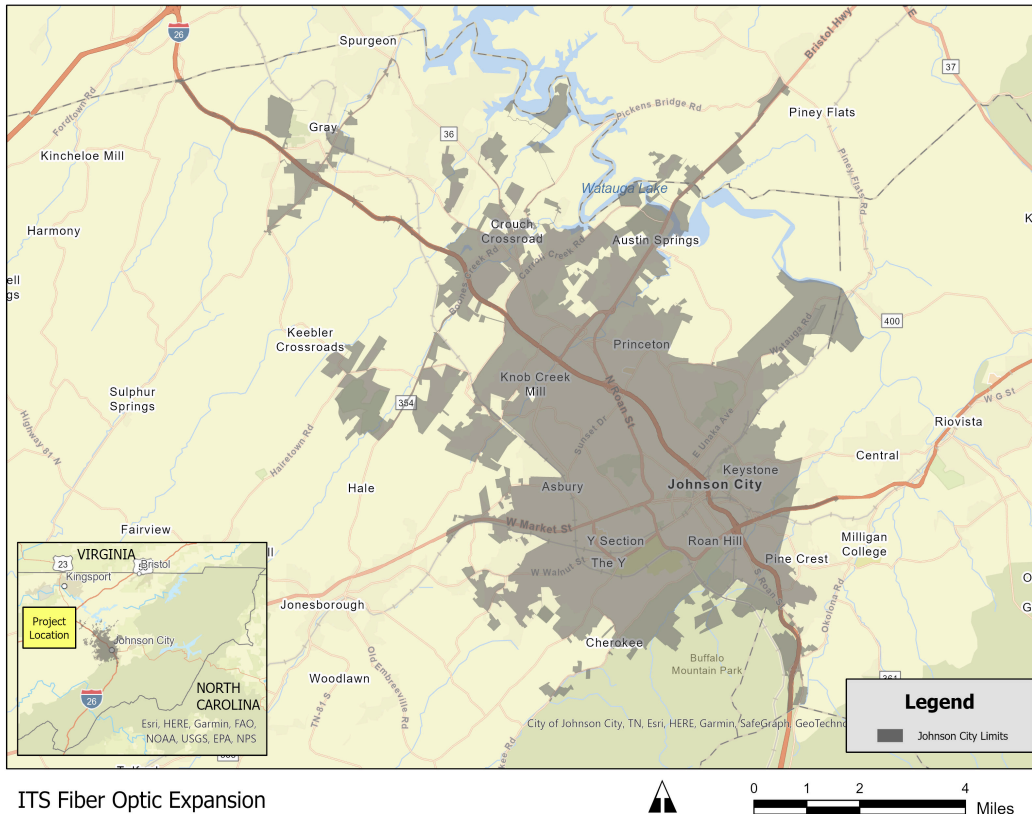
5/16/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-18			City of Johnson City
State	County		
TN	Washington		
State Route	Total Project Cost		
	\$950,000		
Project Name			
ITS Fiber Optic Expansion			
Termini			
Various routes throughout Johnson City			
Project Description			
Expand fiber optic cable to additional traffic signals and locations throughout Johnson City.			
Long Range Plan #		Conformity Status	
E+C, Pg 37		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	CRP	\$25,000	\$20,000	\$0	\$5,000
2026	CONST	CRP	\$750,000	\$600,000	\$0	\$150,000
Total			\$775,000	\$620,000	\$0	\$155,000

Comments:

- PE-N in the amount of \$175,000 (\$140,000 Federal and \$35,000 Local) to be obligated in FY 2025 (date TBD).



ITS Fiber Optic Expansion

TIP Project Report

5/14/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-07			Jonesborough
State	County		
TN	Washington		
State Route	Total Project Cost		
SR-354	\$2,091,400		
Project Name			
Boones Creek Road Roundabout			
Termini			
SR-354 (Boones Creek Road) at Parsons Circle			
Project Description			
Construct a roundabout at the intersection of State Route 354 (Boones Creek Road) and Parsons Circle.			
Long Range Plan #		Conformity Status	
Pg 89		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	STBG-L	\$93,500	\$93,500	\$0	\$0
2026	PE-D	STBG-L	\$62,400	\$62,400	\$0	\$0
2027	CONST	STBG-L	\$1,935,500	\$1,935,500	\$0	\$0
Total			\$2,091,400	\$2,091,400	\$0	\$0



Boones Creek Road Roundabout

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

TIP Project Report

6/18/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2006-11	102620.00	0.939	TDOT
State	County		
TN	Washington		
State Route	Total Project Cost		
	\$66,900,199		

Project Name

Knob Creek Road Extension- Section 1

Termini

Knob Creek Road, West of Mizpah Hill Drive to Marketplace Boulevard (TMA)

Project Description

Widening and new alignment for Knob Creek Rd from west of Mizpah Hill Drive's intersection to Marketplace Blvd Replaces an existing one-lane railroad underpass with a new overpass.

Long Range Plan

E+C, Page 38

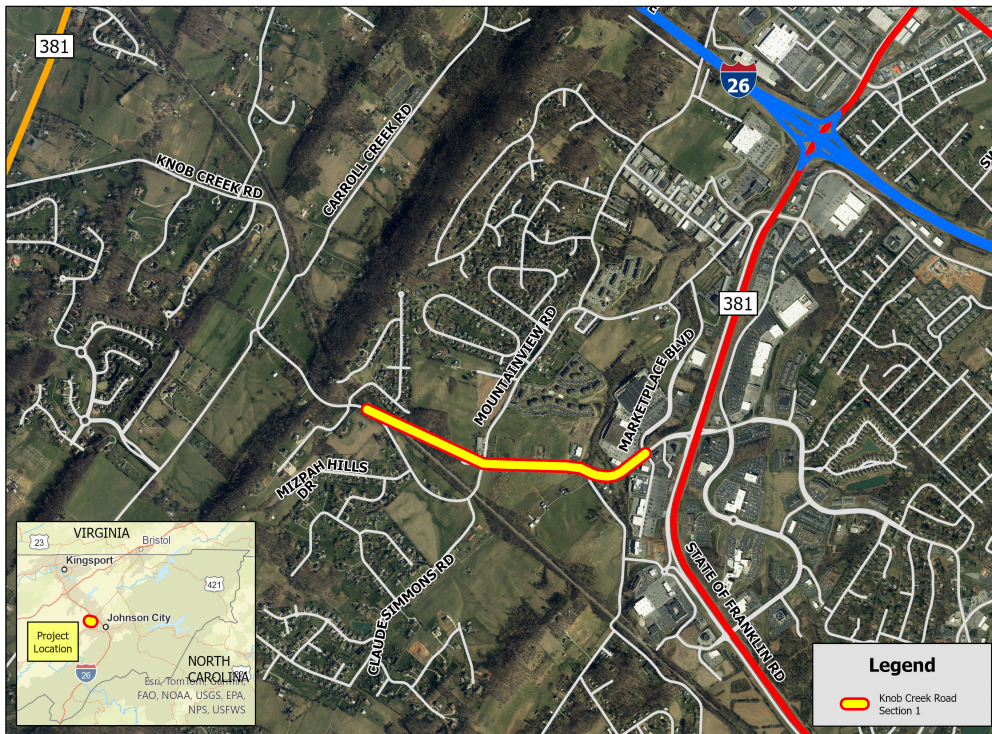
Conformity Status

Not Applicable

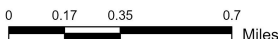
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2027	CONST	STBG-S	\$43,616,666	\$34,893,333	\$8,723,333	\$0
2027	CONST	STA	\$14,538,889	\$0	\$14,538,889	\$0
Total			\$58,155,555	\$34,893,333	\$23,262,222	\$0

Comments:

- PE in the amount of \$1,261,745 Federal (100%) obligated on 9/12/2003. ROW in the amount of \$2,609,711 HPP funds and \$2,181,054 STBG-L funds (total of \$5,988,456) obgliated on 12/18/2013. PE-D modified to add the amount of \$680,000 Federal (\$850,000 total) obligated on 9/18/2024.



Knob Creek Road Extension Section 1



TIP Project Report

4/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2090565	126822.00		TDOT
State	County		
TN	Carter, Sullivan, Unicoi, Washington		
State Route	Total Project Cost		
	\$8,720,000		

Project Name

Surface Transportation System Preservation & Operation Urban Grouping

Termini

Throughout the Johnson City MTPO area

Project Description

Preserve and improve the conditions and performance of Federal-aid highways and public roads, safety, traffic operations on Federal-aid highways, bridges and tunnels on public roads, and non-driver access to public transportation and enhanced mobility.

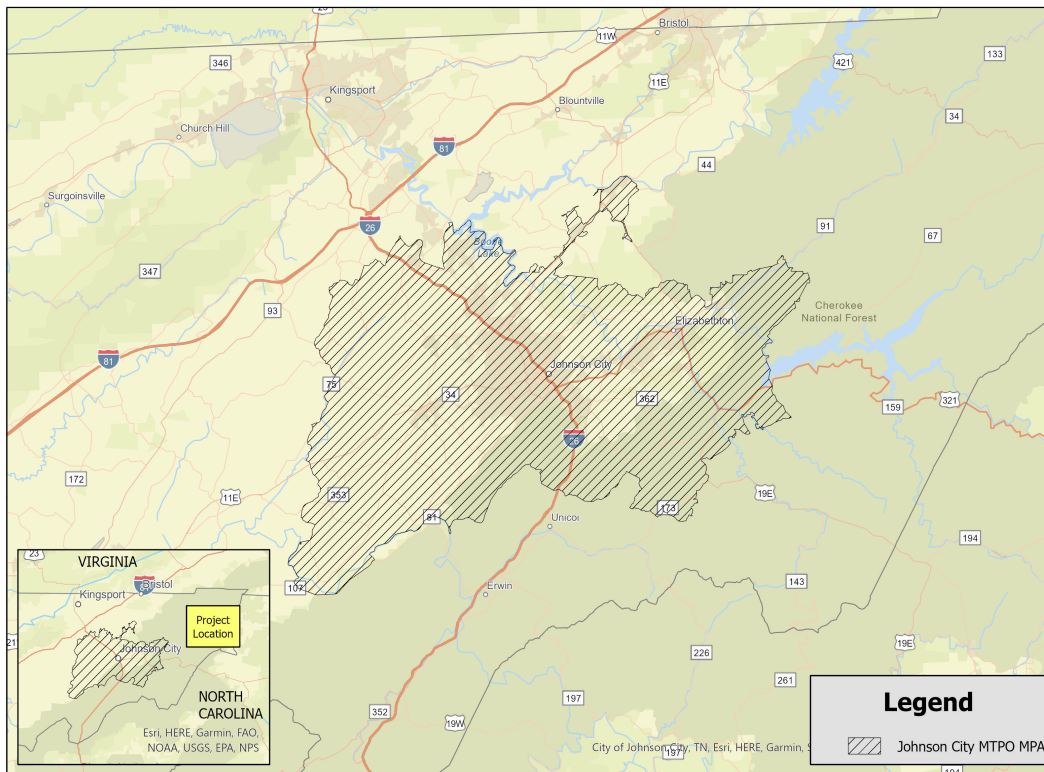
Long Range Plan

Pg 91

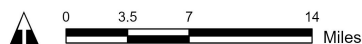
Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE/ROW/CONST	STBG-S	\$3,488,000	\$2,790,400	\$697,600	\$0
2027	PE/ROW/CONST	STBG-S	\$3,052,000	\$2,441,600	\$610,400	\$0
2028	PE/ROW/CONST	STBG-S	\$1,744,000	\$1,395,200	\$348,800	\$0
2029	PE/ROW/CONST	STBG-S	\$436,000	\$348,800	\$87,200	\$0
Total			\$8,720,000	\$6,976,000	\$1,744,000	\$0



Surface Transportation System Preservation & Operation - Urban Grouping



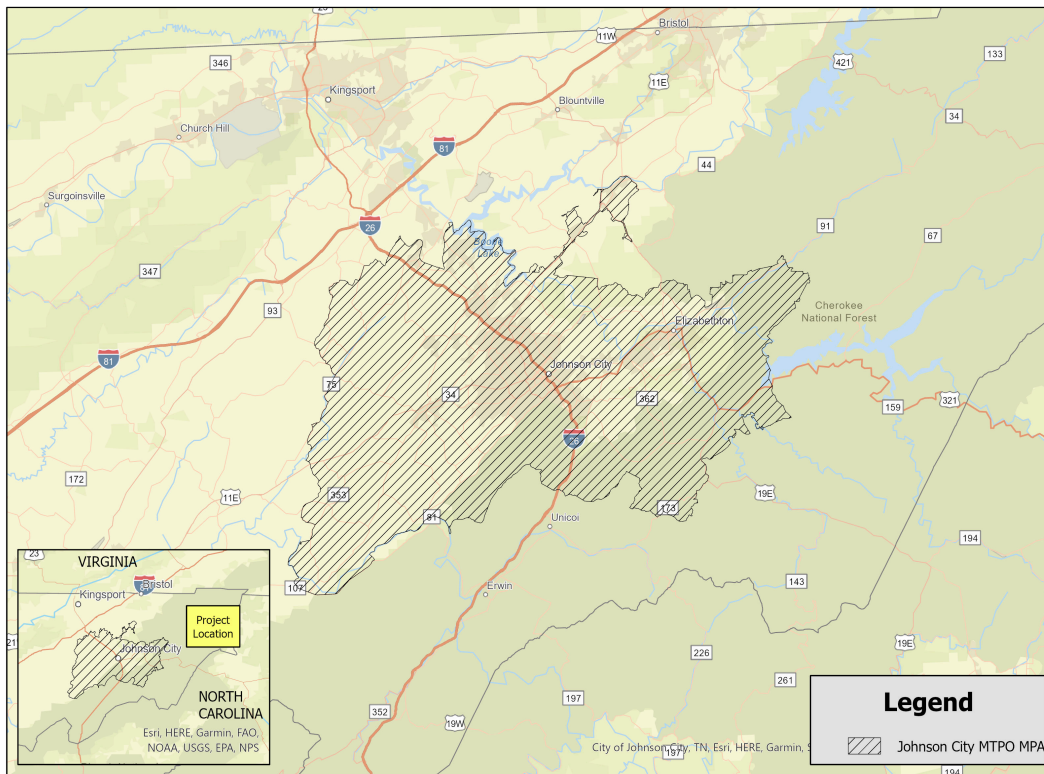
Section C: Highway Safety Improvement Program (HSIP)

TIP Project Report

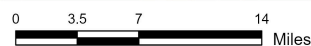
4/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2090595	126823.00		TDOT
State	County		
TN	Carter, Sullivan, Unicoi, Washington		
State Route	Total Project Cost		
	\$824,000		
Project Name			
Safety - Urban Grouping			
Termini			
Throughout the Johnson City MTPO area			
Project Description			
Achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Upgrade railway- highway grade crossings to eliminating hazards and installing protective devices.			
Long Range Plan #		Conformity Status	
Pg 91		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE/ROW/CONST	HSIP	\$267,800	\$241,020	\$26,780	\$0
2027	PE/ROW/CONST	HSIP	\$226,600	\$203,940	\$22,660	\$0
2028	PE/ROW/CONST	HSIP	\$164,800	\$148,320	\$16,480	\$0
2029	PE/ROW/CONST	HSIP	\$164,800	\$148,320	\$16,480	\$0
Total			\$824,000	\$741,600	\$82,400	\$0



Safety - Urban Grouping



Section D: National Highway Performance Program (NHPP)

TIP Project Report

4/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2090560	126821.00		TDOT

State	County
TN	Carter, Sullivan, Unicoi, Washington

State Route	Total Project Cost
	\$15,503,773

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.

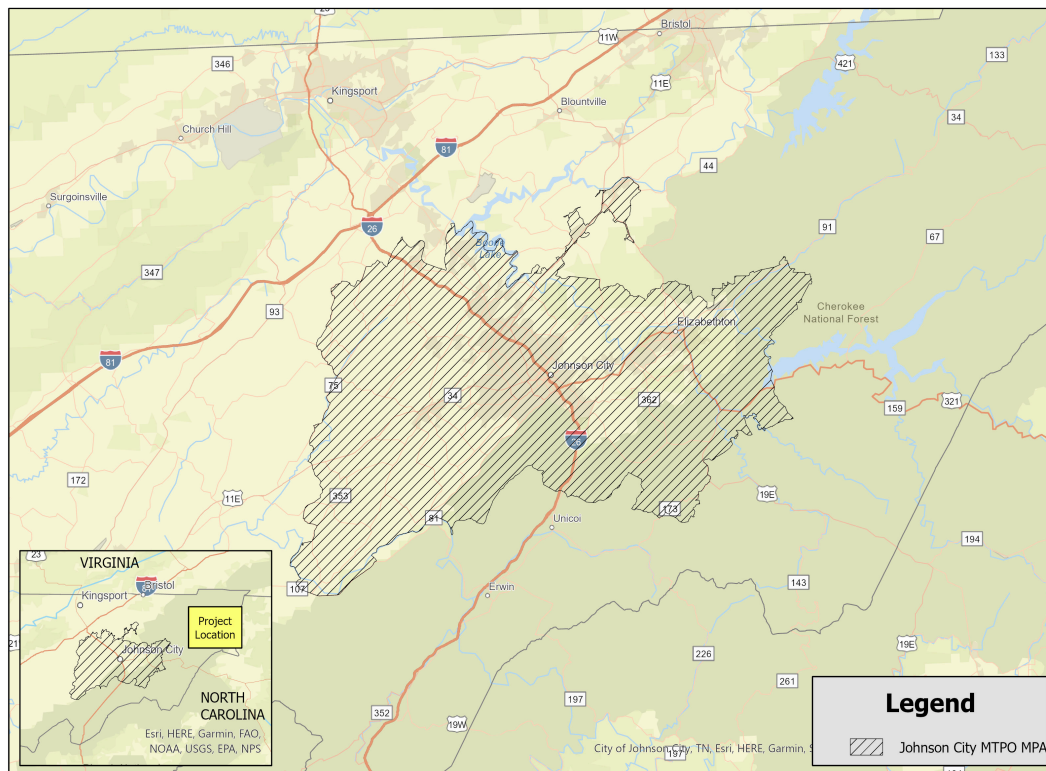
Long Range Plan

Pg 91

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE/ROW/CONST	NHPP	\$3,702,600	\$2,962,080	\$740,520	\$0
2027	PE/ROW/CONST	NHPP	\$7,656,373	\$6,125,098	\$1,531,275	\$0
2028	PE/ROW/CONST	NHPP	\$2,347,400	\$1,877,920	\$469,480	\$0
2029	PE/ROW/CONST	NHPP	\$1,797,400	\$1,437,920	\$359,480	\$0
Total			\$15,503,773	\$12,403,018	\$3,100,755	\$0



National Highway System Preservation & Operation - Urban Grouping

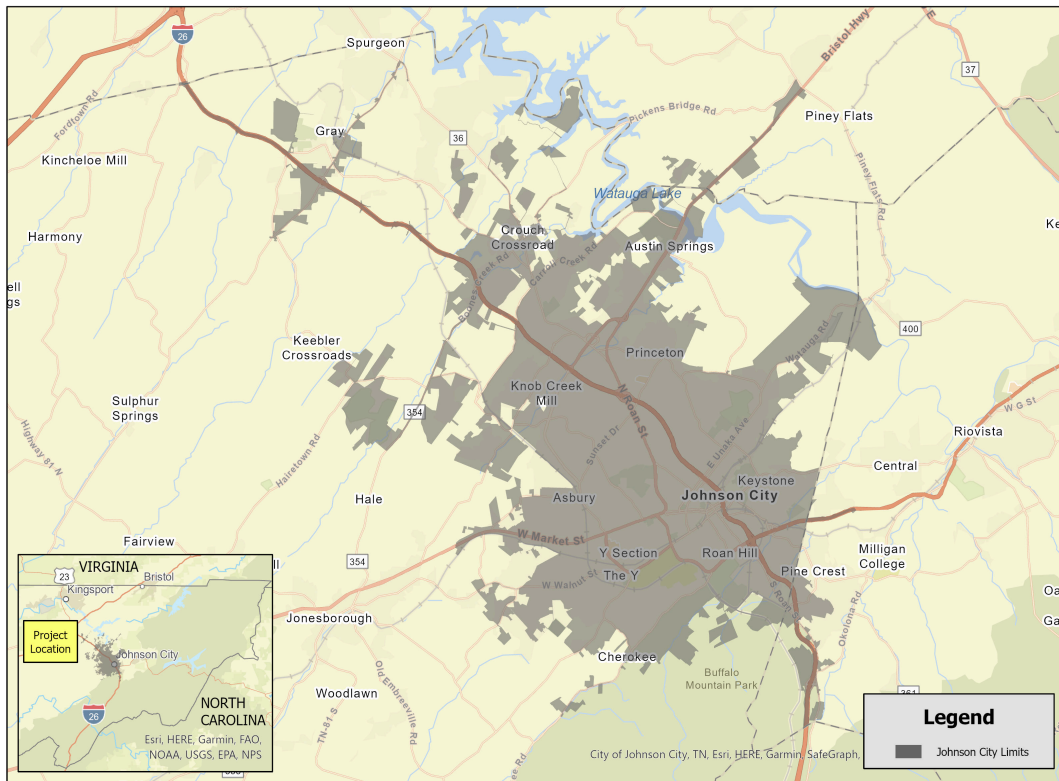
Section E: Transit Projects (FTA)

TIP Project Report

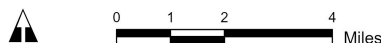
5/2/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-01			Johnson City Transit
State	County		
TN	Carter, Washington		
State Route	Total Project Cost		
	\$25,466,212		
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 #		Conformity Status	
Operating, pg 96		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	OPERATIONS	5307-U	\$5,100,000	\$2,550,000	\$0	\$2,550,000
2027	OPERATIONS	5307-U	\$5,865,000	\$2,932,500	\$0	\$2,932,500
2028	OPERATIONS	5307-U	\$6,744,750	\$3,372,375	\$0	\$3,372,375
2029	OPERATIONS	5307-U	\$7,756,462	\$3,878,231	\$0	\$3,878,231
Total			\$25,466,212	\$12,733,106	\$0	\$12,733,106



JCT Transit Operating - Sec. 5307



TIP Project Report

5/2/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-02			Johnson City Transit

State	County
TN	Carter, Washington

State Route	Total Project Cost
	\$1,824,542

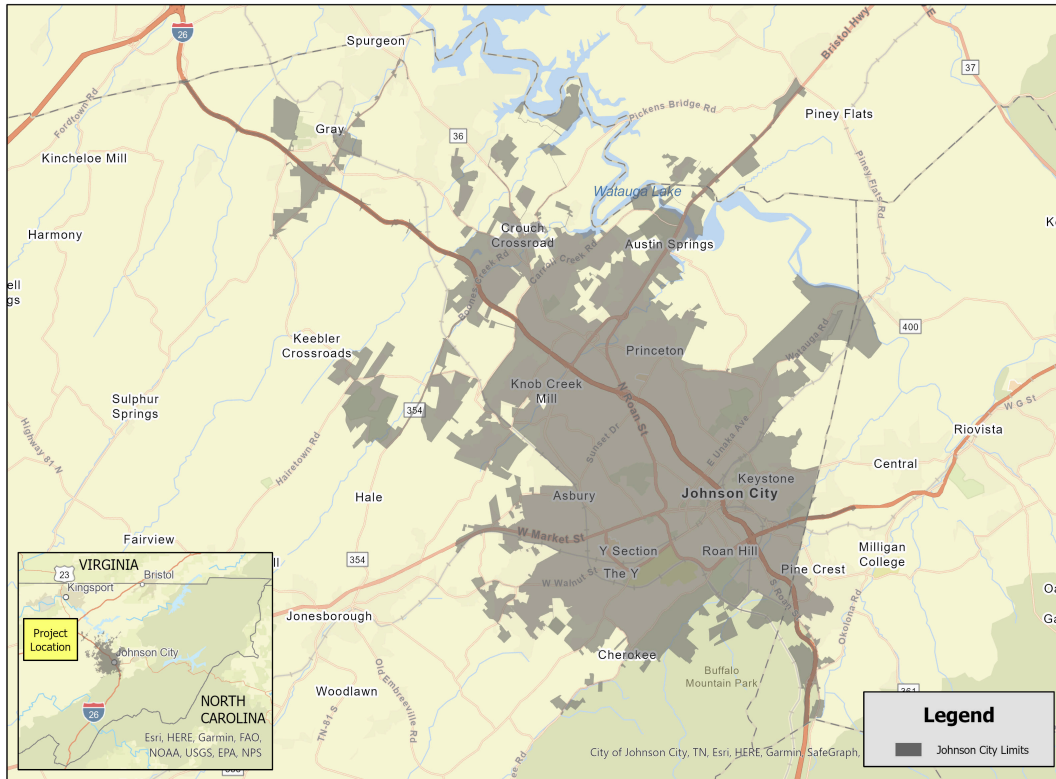
Project Name
JCT Transit Capital - Sec. 5307

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).

Long Range Plan #	Conformity Status
Capital, pg 96	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5307-U	\$354,592	\$283,672	\$35,460	\$35,460
2027	CAPITAL	5307-U	\$407,781	\$326,223	\$40,779	\$40,779
2028	CAPITAL	5307-U	\$468,948	\$375,156	\$46,896	\$46,896
2029	CAPITAL	5307-U	\$593,221	\$474,577	\$59,322	\$59,322
Total			\$1,824,542	\$1,459,628	\$182,457	\$182,457



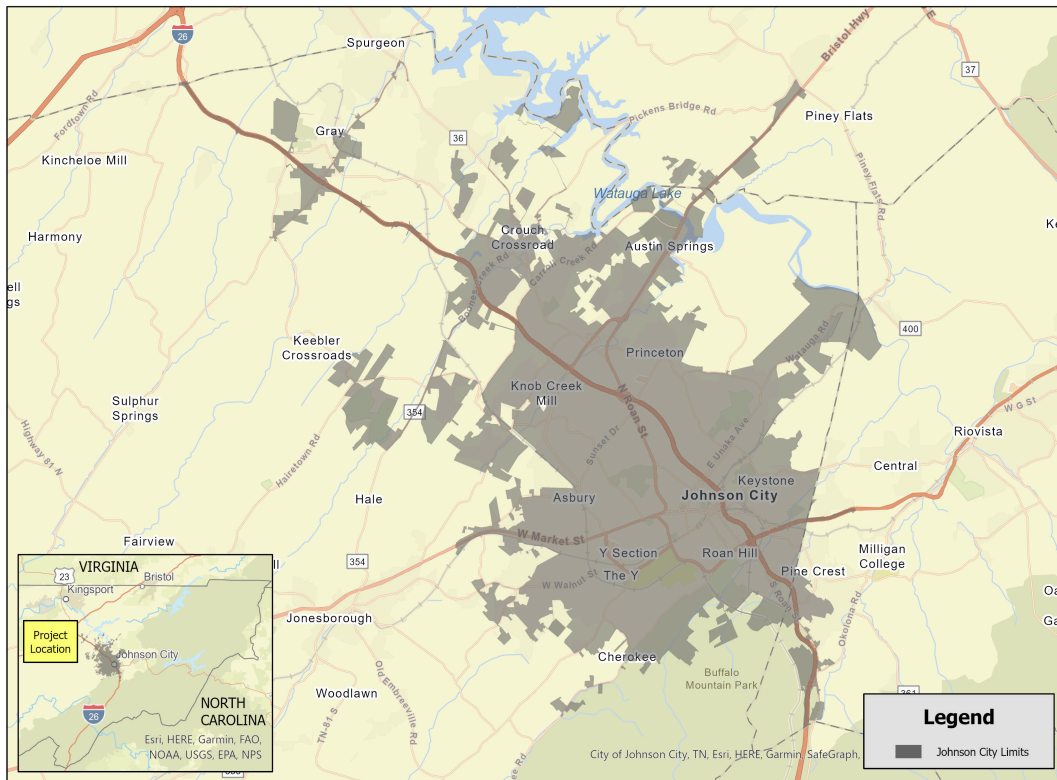
JCT Transit Capital - Sec. 5307

TIP Project Report

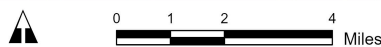
5/2/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-03			Johnson City Transit
State	County		
TN	Carter, Washington		
State Route	Total Project Cost		
	\$528,000		
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.			
Long Range Plan #		Conformity Status	
Capital, pg 96		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5310(U)	\$120,000	\$100,000	\$10,000	\$10,000
2027	CAPITAL	5310(U)	\$132,000	\$110,000	\$11,000	\$11,000
2028	CAPITAL	5310(U)	\$132,000	\$110,000	\$11,000	\$11,000
2029	CAPITAL	5310(U)	\$144,000	\$120,000	\$12,000	\$12,000
Total			\$528,000	\$440,000	\$44,000	\$44,000



JCT Transit Capital - Sec. 5310

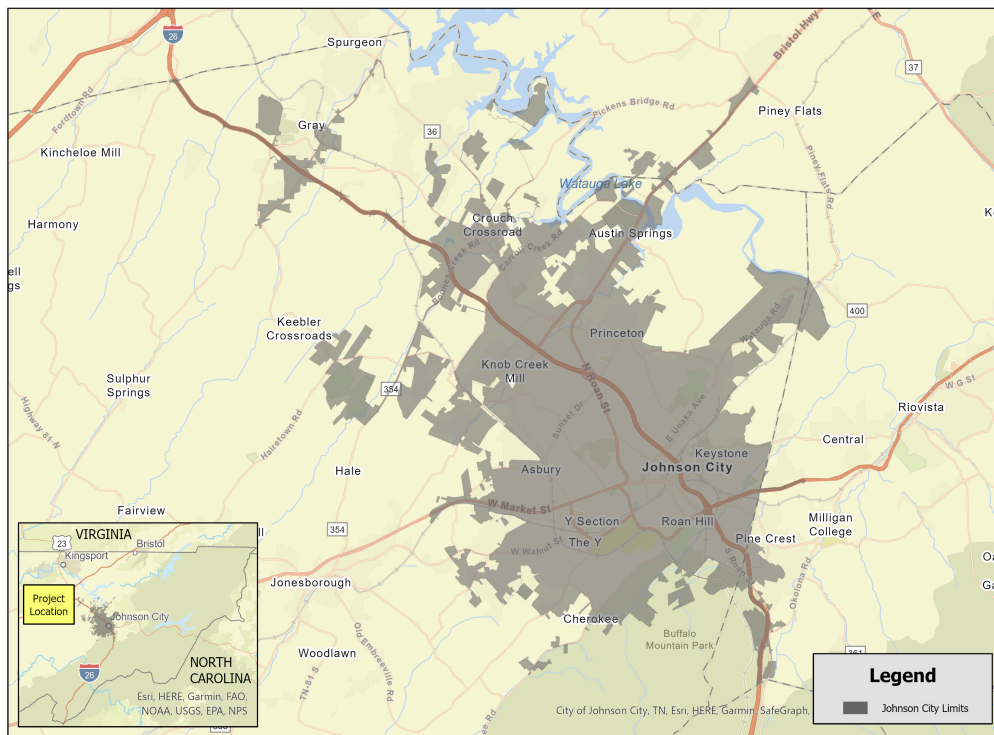


TIP Project Report

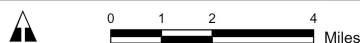
5/2/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-04			Johnson City Transit
State	County		
TN	Carter, Washington		
State Route	Total Project Cost		
	\$1,311,302		
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 #		Conformity Status	
Capital, pg 96		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5307-U	\$75,000	\$63,750	\$5,625	\$5,625
2026	CAPITAL	5339	\$210,000	\$178,500	\$15,750	\$15,750
2027	CAPITAL	5339	\$241,500	\$205,275	\$18,112	\$18,113
2027	CAPITAL	5307-U	\$54,050	\$45,943	\$4,053	\$4,054
2028	CAPITAL	5339	\$277,726	\$236,066	\$20,830	\$20,830
2028	CAPITAL	5307-U	\$62,159	\$52,834	\$4,662	\$4,663
2029	CAPITAL	5339	\$319,385	\$271,476	\$23,954	\$23,955
2029	CAPITAL	5307-U	\$71,482	\$60,759	\$5,361	\$5,362
Total			\$1,311,302	\$1,114,603	\$98,347	\$98,352



JCT Transit Capital - Sections 5307 & 5339



TIP Project Report

5/2/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-05			NET Trans
State	County		
TN	Carter, Sullivan, Unicoi, Washington		
State Route	Total Project Cost		
	\$2,459,074		

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).

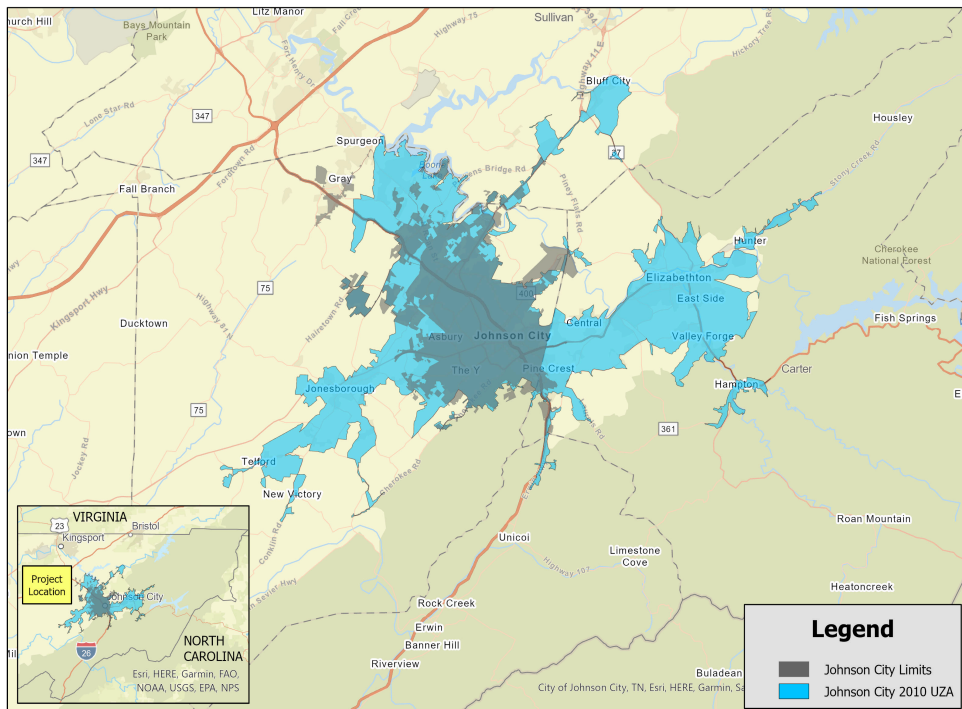
Long Range Plan

Operating, pg 96

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	OPERATIONS	5307-U	\$486,737	\$243,368	\$0	\$243,369
2026	CAPITAL	5307-U	\$41,666	\$33,332	\$4,167	\$4,167
2027	OPERATIONS	5307-U	\$540,287	\$270,143	\$0	\$270,144
2027	CAPITAL	5307-U	\$41,666	\$33,332	\$4,167	\$4,167
2028	OPERATIONS	5307-U	\$599,709	\$299,854	\$0	\$299,855
2028	CAPITAL	5307-U	\$41,666	\$33,332	\$4,167	\$4,167
2029	OPERATIONS	5307-U	\$665,677	\$332,838	\$0	\$332,839
2029	CAPITAL	5307-U	\$41,666	\$33,332	\$4,167	\$4,167
Total			\$2,459,074	\$1,279,531	\$16,668	\$1,162,875



TIP Project Report

5/2/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-06			NET Trans
State	County		
TN	Carter, Sullivan, Unicoi, Washington		
State Route	Total Project Cost		
	\$782,325		

Project Name

NET Trans Capital Purchases

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.

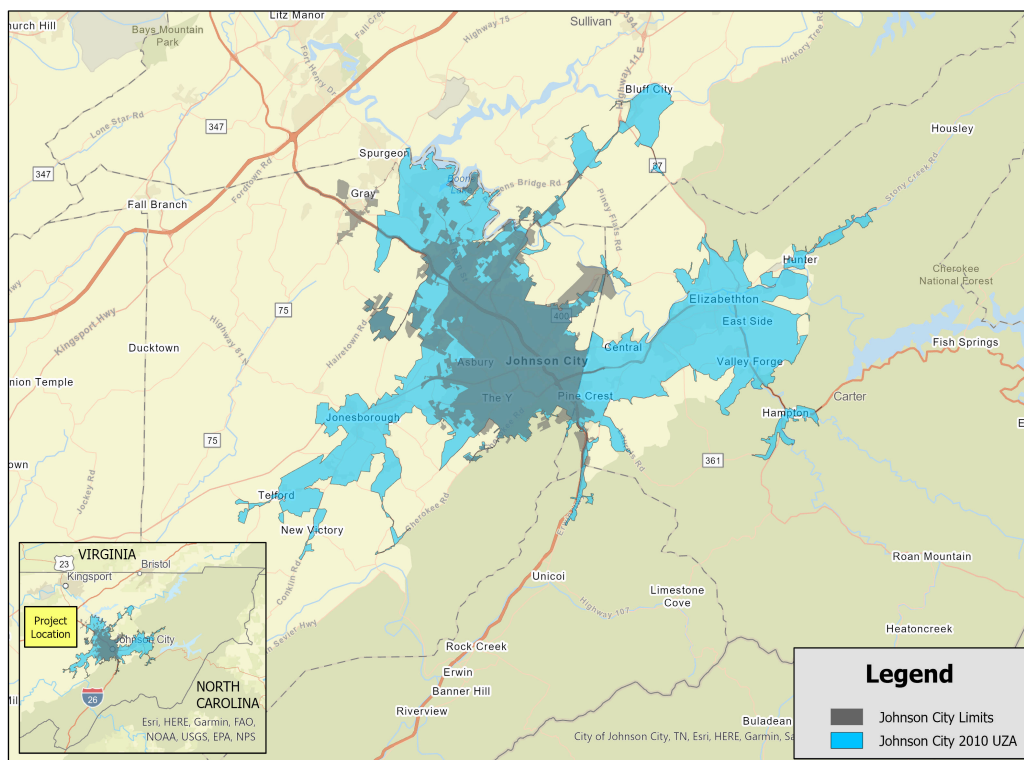
Long Range Plan

Capital, pg 96

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5339	\$189,679	\$151,743	\$18,968	\$18,968
2027	CAPITAL	5339	\$193,163	\$154,530	\$19,316	\$19,317
2028	CAPITAL	5339	\$198,821	\$159,056	\$19,882	\$19,883
2029	CAPITAL	5339	\$200,662	\$160,530	\$20,066	\$20,066
Total			\$782,325	\$625,859	\$78,232	\$78,234



NET Trans Capital Purchases (Revenue Vehicles)



0 2.25 4.5 9 Miles

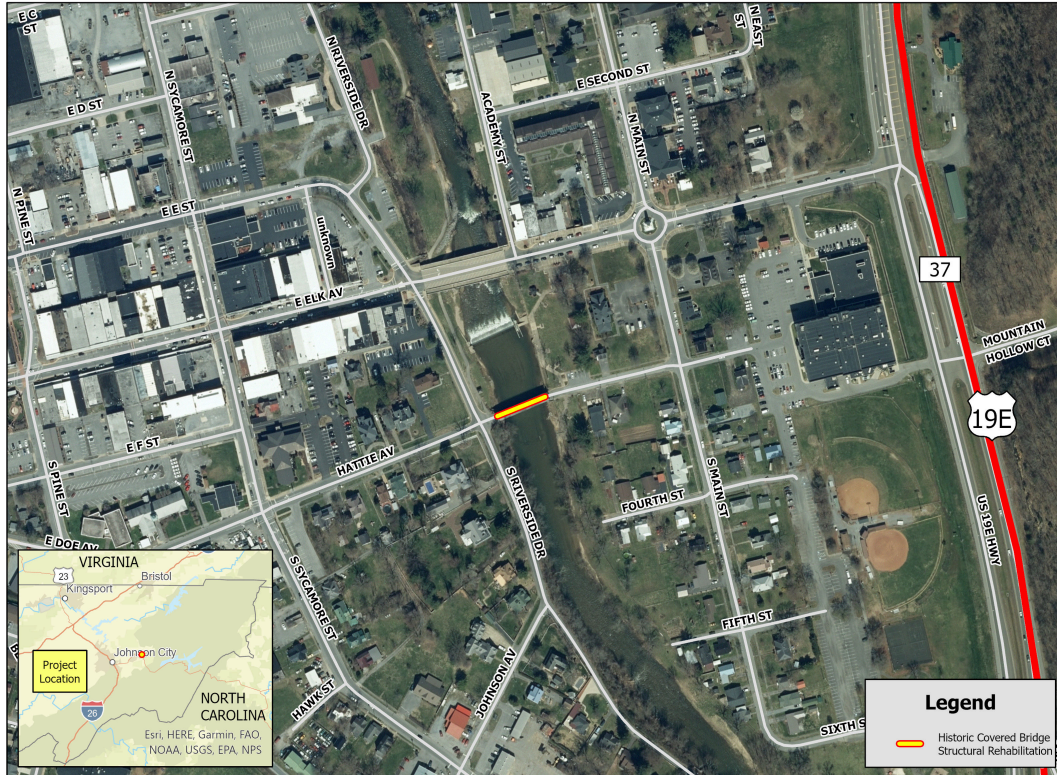
Section F: Transportation Alternatives

TIP Project Report

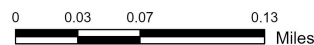
5/16/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-19	129815.00	0.01	Elizabethton
State	County		
TN	Carter		
State Route	Total Project Cost		
	\$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 #		Conformity Status	
Pg 89		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CONST	TAP	\$996,780	\$797,424	\$0	\$199,356
2026	CONST	STBG-L	\$500,000	\$400,000	\$0	\$100,000
Total			\$1,496,780	\$1,197,424	\$0	\$299,356



Historic Covered Bridge Structural Rehabilitation



TIP Project Report

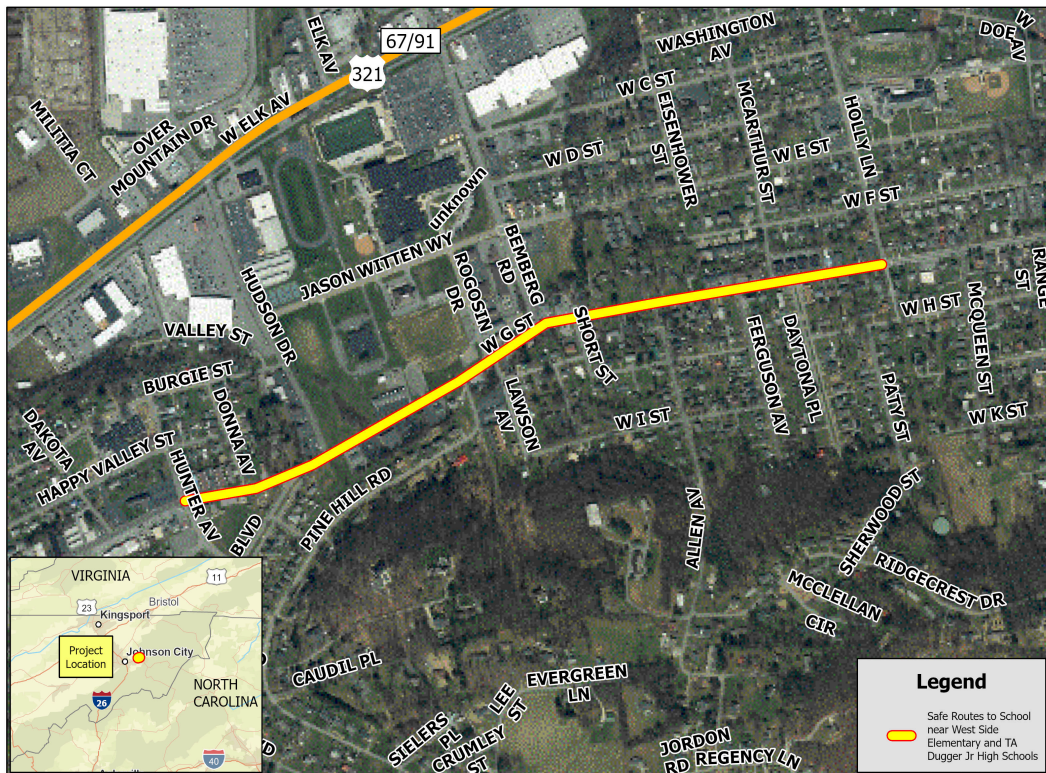
5/16/2025

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2026-08	122233.00		Elizabethton
State	County		
TN	Carter		
State Route	Total Project Cost		
	\$169,281		
Project Name			
Safe Routes to School near West Side Elementary and TA Dugger Jr High Schools			
Termini			
Near West Side Elementary and TA Dugger Jr High Schools			
Project Description			
Sidewalks, ADA Ramps, crosswalk striping and school zone signalization			
Long Range Plan #		Conformity Status	
pg 89		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CONST	SRTS	\$150,925	\$150,925	\$0	\$0
Total			\$150,925	\$150,925	\$0	\$0

Comments:

- PE-N in the amount of \$8,000 Federal obligated on 6/14/2016. PE-D in the amount of \$10,356 Federal obligated on 11/21/2016.



Safe Routes to School near West Side Elementary and TA Dugger Middle School



0 0.05 0.1 0.2 Miles

Section G: Financial Summary Tables

Financial Summary of Highway Funds





eSTIP Fiscal Constraints Report for STIP Period 2026
Johnson City MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CRP	2026	\$775,000	\$775,000	\$620,000	\$0	\$155,000	\$0	\$0
HIP-C	2026	\$875,000	\$875,000	\$700,000	\$0	\$175,000	\$0	\$0
HSIP	2026	\$267,800	\$267,800	\$241,020	\$26,780	\$0	\$0	\$0
HSIP	2027	\$226,600	\$226,600	\$203,940	\$22,660	\$0	\$0	\$0
HSIP	2028	\$164,800	\$164,800	\$148,320	\$16,480	\$0	\$0	\$0
HSIP	2029	\$164,800	\$164,800	\$148,320	\$16,480	\$0	\$0	\$0
NHPP	2026	\$3,702,600	\$3,702,600	\$2,962,080	\$740,520	\$0	\$0	\$0
NHPP	2027	\$7,656,373	\$7,656,373	\$6,125,098	\$1,531,275	\$0	\$0	\$0
NHPP	2028	\$2,347,400	\$2,347,400	\$1,877,920	\$469,480	\$0	\$0	\$0
NHPP	2029	\$1,797,400	\$1,797,400	\$1,437,920	\$359,480	\$0	\$0	\$0
SRTS	2026	\$150,925	\$150,925	\$150,925	\$0	\$0	\$0	\$0
STA	2027	\$14,538,889	\$14,538,889	\$0	\$14,538,889	\$0	\$0	\$0
STBG-L	2026	\$15,769,229	\$5,651,000	\$15,589,849	\$0	\$179,380	\$13,687,169	\$10,118,229
STBG-L	2027	\$12,283,309	\$3,330,200	\$12,020,909	\$0	\$262,400	\$10,118,229	\$8,953,109
STBG-L	2028	\$12,622,829	\$8,920,800	\$10,855,789	\$0	\$1,767,040	\$8,953,109	\$3,702,029
STBG-L	2029	\$5,704,709	\$618,200	\$5,604,709	\$0	\$100,000	\$3,702,029	\$5,086,509
STBG-S	2026	\$3,488,000	\$3,488,000	\$2,790,400	\$697,600	\$0	\$0	\$0
STBG-S	2027	\$46,668,666	\$46,668,666	\$37,334,933	\$9,333,733	\$0	\$0	\$0
STBG-S	2028	\$1,744,000	\$1,744,000	\$1,395,200	\$348,800	\$0	\$0	\$0
STBG-S	2029	\$436,000	\$436,000	\$348,800	\$87,200	\$0	\$0	\$0
TAP	2026	\$996,780	\$996,780	\$797,424	\$0	\$199,356	\$0	\$0

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

STBG-L 2026	
Carryover Balance	\$13,687,169
Transfers:	\$0
Allocation :	\$1,902,680
Total FundsAvailable :	\$15,589,849
Projects :	\$5,471,620
Remaining 2026 :	\$10,118,229

STBG-L 2027	
Carryover Balance	\$10,118,229
Transfers:	\$0
Allocation :	\$1,902,680
Total FundsAvailable :	\$12,020,909
Projects :	\$3,067,800
Remaining 2027 :	\$8,953,109

STBG-L 2028	
Carryover Balance	\$8,953,109
Transfers:	\$0
Allocation :	\$1,902,680
Total FundsAvailable :	\$10,855,789
Projects :	\$7,153,760
Remaining 2028 :	\$3,702,029

STBG-L 2029	
Carryover Balance	\$3,702,029
Transfers:	\$0
Allocation :	\$1,902,680
Total FundsAvailable :	\$5,604,709
Projects :	\$518,200
Remaining 2029 :	\$5,086,509

Financial Summary of Transit Funds



eSTIP Fiscal Constraints Report for STIP Period 2026
Johnson City MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5307-U	2026	\$6,057,995	\$6,057,995	\$3,174,122	\$45,252	\$2,838,621	\$0	\$0
5307-U	2027	\$6,908,784	\$6,908,784	\$3,608,141	\$48,999	\$3,251,644	\$0	\$0
5307-U	2028	\$7,917,232	\$7,917,232	\$4,133,551	\$55,725	\$3,727,956	\$0	\$0
5307-U	2029	\$9,128,508	\$9,128,508	\$4,779,737	\$68,850	\$4,279,921	\$0	\$0
5310(U)	2026	\$120,000	\$120,000	\$100,000	\$10,000	\$10,000	\$0	\$0
5310(U)	2027	\$132,000	\$132,000	\$110,000	\$11,000	\$11,000	\$0	\$0
5310(U)	2028	\$132,000	\$132,000	\$110,000	\$11,000	\$11,000	\$0	\$0
5310(U)	2029	\$144,000	\$144,000	\$120,000	\$12,000	\$12,000	\$0	\$0
5339	2026	\$399,679	\$399,679	\$330,243	\$34,718	\$34,718	\$0	\$0
5339	2027	\$434,663	\$434,663	\$359,805	\$37,428	\$37,430	\$0	\$0
5339	2028	\$476,547	\$476,547	\$395,122	\$40,712	\$40,713	\$0	\$0
5339	2029	\$520,047	\$520,047	\$432,006	\$44,020	\$44,021	\$0	\$0

Appendix A: Public Participation Documentation

ADD TIP Public Notice for Comment

ADD Executive Board Public Notice

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

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

PROJECT PHASE OVERRUNS AND UNDERRUNS:

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

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

PROJECT GROUPINGS:

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

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

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

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

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

"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 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 Urban Grouping Descriptions

AIR QUALITY IMPROVEMENT - URBAN GROUPING

Funding from this grouping is used to reduce transportation emissions and improve air quality. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.

ELECTRIC VEHICLE INFRASTRUCTURE - URBAN GROUPING

Funding from this grouping is used to deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Such projects include acquisition, installation, or operation of publicly accessible EV charging infrastructure; acquisition or installation of traffic control devices to support access to EV charging infrastructure; analysis activities to evaluate demand for EV charging infrastructure; and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas.

NATIONAL HIGHWAY SYSTEM AND PRESERVATION AND OPERATION – URBAN GROUPING

Funding from this grouping is used to support the good condition and performance of the National Highway System (NHS), construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters. Such projects include preservation and maintenance, operational improvements, bridge and tunnel projects, bicycle transportation and pedestrian infrastructure, highway and transit safety infrastructure improvements, infrastructure-based intelligent transportation systems capital and cybersecurity improvements, environmental mitigation efforts, and other activities necessary to the preservation and operation of the NHS. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 119, all projects will be located on the NHS.

RESILIENCY - URBAN GROUPING

Funding from this grouping is used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Such projects include resiliency planning activities, resilience improvements to improve the ability of an existing surface transportation asset to withstand

elements of a weather event or natural disaster, community resilience and evacuation route activities, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas.

SAFETY – URBAN GROUPING

Funding from this grouping is used to achieve the State’s strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railway-highway grade crossings upgrades, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION GROUPING – URBAN GROUPING

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of Tennessee’s Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as urban minor collectors or higher.

TRANSPORTATION ALTERNATIVES – URBAN GROUPING

Funding from this grouping is used for smaller-scale multimodal transportation projects to achieve safe, connected, and equitable on-and off-road networks. Such projects include pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and other activities that accomplish these objectives (Title 23 U.S.C. Section 133(h)(3); Title 23 U.S.C. 206). Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in urban, metropolitan areas.