

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

TO AMEND

THE JOHNSON CITY MTPO 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE  
ADDITIONAL PROGRAMMING AND/OR FUNDS ALLOWED BY FTA SECTION 5316 and 5317  
FOR FISCAL YEARS 2011, 2012 AND 2013

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

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

**Whereas**, Johnson City Transit is updating the FY 2011 – 2014 TIP with additional programming for capital purchases which are being added under Federal Transit Administration (FTA) Section 5316 Job Access Reverse Commute program for Fiscal Year 2011; and

**Whereas**, additional programming and funds are being added to the FY 2011 – 2014 TIP to include additional operating, capital purchases and program administration funds under Federal Transit Administration (FTA) Section 5316 Job Access Reverse Commute program for Fiscal Year 2012; and

**Whereas**, additional programming and funds are being added to the FY 2011 – 2014 TIP to include additional operating, capital purchases and program administration funds under Federal Transit Administration (FTA) Section 5317 New Freedom program for Fiscal Year 2013; and

**Whereas**, these additional FTA Section 5316 and 5317 funds will be used for operating, capital and/or program administration expenses, as identified in grant applications to the Multimodal Transportation Resources Division of the Tennessee Department of Transportation; and

**Now therefore**, be it resolved that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does amend the FY 2011 – 2014 Transportation Improvement Program to allow the proposed use of additional Section 5316 and 5317 programming and funds for Johnson City Transit.



MTPO Executive Board, Chairperson



Date



MTPO Executive Staff, Chairperson



Date

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

**“Self Certifications and Federal Certifications”**

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

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

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

**WHEREAS**, the Johnson City MTPO follows the rules, regulations, and requirements of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users of 2005 commonly referred to as SAFETEA-LU; and

**WHEREAS**, in accordance with the requirements set forth in SAFETEA-LU, the Johnson City MTPO Executive Board hereby determines the use of various Federal Highway Administration funds, including Surface Transportation Program, Bridge Rehabilitation and Reconstruction, STP Enhancement, National Highway System, Highway Safety Improvement Program, Interstate Maintenance, Federal Transit Administration Capital Operating and Planning, and American Recovery and Reinvestment Act of 2009, commonly referred to as Economic Stimulus funds for the Johnson City MTPO Area projects, as listed in the TIP; and

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

**NOW THEREFORE, BE IT RESOLVED**, that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization do hereby approve and endorse the following certifications, as set forth in U.S. 23CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY 2011-2014 Transportation Improvement Program as amended.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS  
23CFR 450.334

- (1) 23 USC 134, 49 USC 5303 (Highway and Transit)
- (2) In non-attainment and maintenance areas, section 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, and national origin, sex, or age in employment or business opportunity
- (5) Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 ET. Seq.) and 49 CFR parts 27, 37 and 38
- (8) The older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 749) and 49 CFR part 27 regarding discrimination against individuals with disabilities



Chairperson  
MTPO Executive Board

08 JUNE 2011

Date



Chairperson  
MTPO Executive Staff

6 - 8 - 2011

Date

**Transportation Improvement Program Funding Sources**

<u>System</u>	<u>Project Lead</u>	<u>Funding Federal</u>	<u>Funding State</u>	<u>Funding Local</u>
<b>Streets and Highways</b>				
Interstate Maintenance (IM)	TDOT	90%	10%	
Highway Safety Improvement Program (HSIP)	TDOT	90%	10%	
National Highway System (NHS)	TDOT	80%	20%	
Surface Transportation Program – State	TDOT	80%	20%	
Surface Transportation Program – Local Allocation	Local	80%		20%
State Funds (STA, SP, SPPR)	TDOT	100%		
Bridge Replacement Program (Local)	TDOT	80%		20%
Bridge Replacement Program (State)	TDOT	80%	20%	
Transportation Enhancements	TDOT	80%		20%
Economic Stimulus (ES)	TDOT / Local	100%		
Safe Routes to Schools	TDOT	100%		
National Historic Covered Bridge Preservation Program	Local Government	80%		20%
<b>Public Transportation</b>				
Section 5303 – Capital and Operations Assistance Grant Program	Local Government	80%	10%	10%
Section 5307 Capital, Operations and Planning Assistance Grant Program (The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.)	Local Government	80%	10%	10%
Section 5309 – Capital Grant	Local Government	80%	10%	10%
Section 5310 – Capital Grant Program <b>*Note:</b> Local match is to be provided by non-profit agency receiving the grant.	Private, Non-Profit	80%		20%*
Section 5316- Job Access Reverse Commute program	Local Government	50%	25%	25%
Section 5317- New Freedom	Local Government	50%	25%	25%

Figure 5

**Transportation Improvement Program Funding Sources**

<u>System</u>		<u>Project Lead</u>	<u>Funding Federal</u>	<u>Funding State</u>	<u>Funding Local</u>
<b>Streets and Highways</b>					
Interstate Maintenance (IM)		TDOT	90%	10%	
Highway Safety Improvement Program (HSIP)		TDOT	90%	10%	
National Highway System (NHS)		TDOT	80%	20%	
Surface Transportation Program – State		TDOT	80%	20%	
Surface Transportation Program – Local Allocation		Local	80%		20%
State Funds (STA, SP, SPPR)		TDOT	100%		
Bridge Replacement Program (Local)		TDOT	80%		20%
Bridge Replacement Program (State)		TDOT	80%	20%	
Transportation Enhancements		TDOT	80%		20%
Economic Stimulus (ES)		TDOT / Local	100%		
Safe Routes to Schools		TDOT	100%		
National Historic Covered Bridge Preservation Program		Local Government	80%		20%
<b>Public Transportation</b>					
Section 5303 – Capital and Operations Assistance Grant Program		Local Government	80%	10%	10%
Section 5307 Capital, Operations and Planning Assistance Grant Program	Operating Assistance	Local Government	50%	25%	25%
	Capital Purchase	Local Government	80%	10%	10%
Section 5309 – Capital Grant		Local Government	80%	10%	10%
Section 5310 – Capital Grant Program <b>*Note:</b> Local match is to be provided by non-profit agency receiving the grant.		Private, Non-Profit	80%		20%*
Section 5316- Job Access Reverse Commute program	Operating Assistance	Local Government	50%	25%	25%
	Capital Purchase	Local Government	80%	10%	10%
	Program Administration	Local Government	100%		
Section 5317- New Freedom	Operating Assistance	Local Government	50%	25%	25%
	Capital Purchase	Local Government	80%	10%	10%
	Program Administration	Local Government	100%		

Figure 5

### Project Contingency Overruns

This bucket item provides for costs increases for projects that appear in the current TIP. As long as the cost overruns do not increase the cost for any phase more than 30%, funds from this bucket item could be used to fund the additional cost through an *administrative adjustment*. If the costs are more than 30%, the TIP must go through the *amendment process*. A Project Contingency Bucket has been set up for local STP projects and State STIP projects (this includes BRR-L, BRR-S, S-STP and NHS).

### Project Cost Overruns

This “bucket” item in the TIP will be used for projects appearing only in a previous TIP. The inclusion of this type of “bucket” eliminates the need for amending the project back into the current TIP when such cost overruns occur. Just as with the “Project Contingency Overruns” bucket two categories have been established one for local STP Projects and one for State STP projects (this includes BRR-L, BRR-S, S-STP, and NHS).

### Enhancement and Safe Routes to School “Buckets”

In addition to Project Contingency Overruns and Project Cost Overruns “Bucket” items have been established for enhancement and Safe Routes to Schools projects throughout the Johnson City MTPO Region. While these projects are awarded on a project basis there may be several phases to a particular project. These “buckets” will allow the community flexibility in the use of enhancement funds to address issues, such as ROW acquisition, that may arise on a particular phase of a project. Enhancement projects are awarded directly individual towns, cities, counties or state agencies and must be used as originally awarded.

### Operations and Maintenance

One of the responsibilities of local jurisdictions is to ensure the existing transportation infrastructure is maintained and operated in a safe and efficient manner. Often the media and general public focus on expenditures for “new” projects. However maintenance of the transportation infrastructure is as critical to a safe and efficient transportation system as “building” the system. Operations and Maintenance projects focus keeping the existing transportation network functioning. Some prime examples of this type of work are:

1. Roadway/ Right-of-Way
2. Sign replacement
3. Traffic signal repair
4. Guardrail repair
5. Street lighting
6. Sidewalk repair
7. Traffic Signal Control operational issues such as signal timing

### Project Contingency Overruns

This bucket item provides for costs increases for projects that appear in the current TIP. As long as the cost overruns do not increase the cost for any phase more than 30%, funds from this bucket item could be used to fund the additional cost through an *administrative adjustment*. If the costs are more than 30%, the TIP must go through the *amendment process*. A Project Contingency Bucket has been set up for local STP projects and State STIP projects (this includes BRR-L, BRR-S, S-STP and NHS).

### Project Cost Overruns

This “bucket” item in the TIP will be used for projects appearing only in a previous TIP. The inclusion of this type of “bucket” eliminates the need for amending the project back into the current TIP when such cost overruns occur. Just as with the “Project Contingency Overruns” bucket two categories have been established one for local STP Projects and one for State STP projects (this includes BRR-L, BRR-S, S-STP, and NHS).

### Enhancement and Safe Routes to School “Buckets”

In addition to Project Contingency Overruns and Project Cost Overruns “Bucket” items have been established for enhancement and Safe Routes to Schools projects throughout the Johnson City MTPO Region. While these projects are awarded on a project basis there may be several phases to a particular project. These “buckets” will allow the community flexibility in the use of enhancement funds to address issues, such as ROW acquisition, that may arise on a particular phase of a project. Enhancement projects are awarded directly individual towns, cities, counties or state agencies and must be used as originally awarded.

### Job Access and New Freedom Program Project Groupings

Individual activities in the Job Access Program (TIP # 2011-23) and New Freedom Program (TIP # 2011-24) projects in the TIP have been grouped as one function under each program. The individual activities for each program were not determined to be of appropriate scale for individual identification in the TIP, in accordance with 23 CFR 450.324 (f). The Job Access and New Freedom programs both include operating assistance, capital purchase and program administration activities in the total funds for each fiscal year. The projects meet the applicable classifications of categorical exclusions under 23 CFR 771.117 (c) (16) and (17). A detailed list of the individual activities contained in each grouped project will be included in the grant applications to be approved by TDOT and ultimately by FTA. Expenditures for each activity will be tracked within the approved budgetary constraints for each program.

### Operations and Maintenance

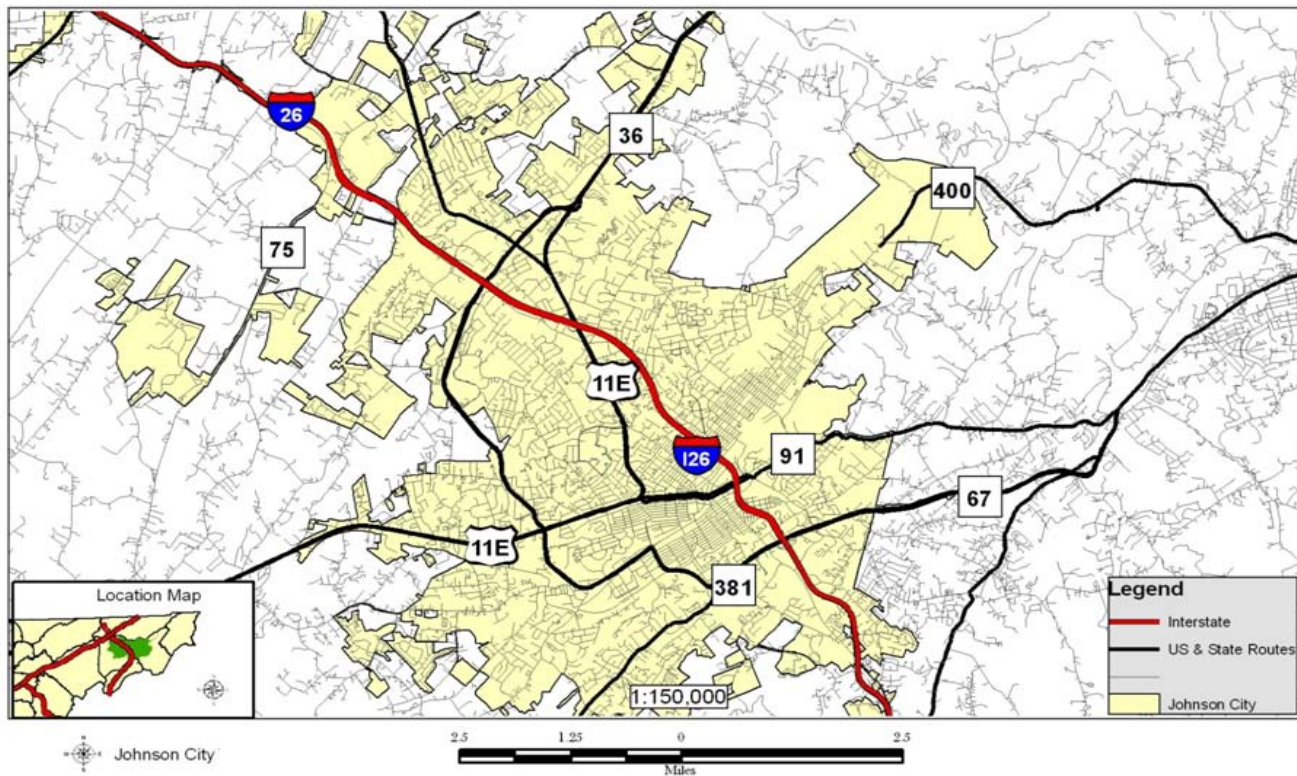
One of the responsibilities of local jurisdictions is to ensure the existing transportation infrastructure is maintained and operated in a safe and efficient manner. Often the media and general public focus on expenditures for “new” projects. However maintenance of the transportation infrastructure is as critical to a safe and efficient transportation system as “building” the system. Operations and Maintenance projects focus keeping the existing transportation network functioning. Some prime examples of this type of work are:

1. Roadway/ Right-of-Way

TIP #	2011-23	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	LRTP #	CONSISTENT W/PLAN	CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	Job Access Program	Total Project Cost	\$1,300,000	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Allows for day to day operations of the Job Access services						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5316	\$300,000	\$150,000	\$75,000	\$75,000
2012	5316	\$300,000	\$150,000	\$75,000	\$75,000
2013	5316	\$350,000	\$175,000	\$87,500	\$87,500
2014	5316	\$350,000	\$175,000	\$87,500	\$87,500

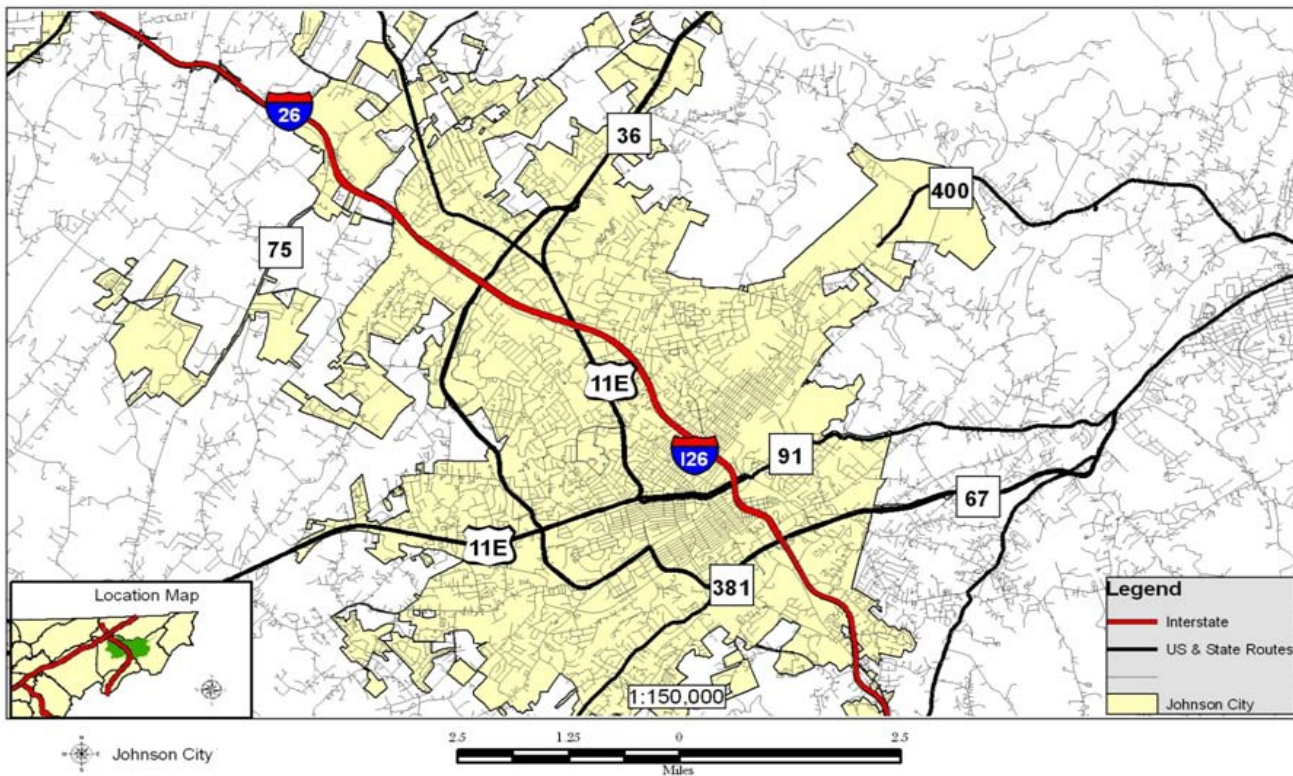
AMENDMENT #		ADJUSTMENT #		REMARKS	



TIP #	2011-23	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	LRTP #	CONSISTENT W/PLAN	CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	Job Access Program	Total Project Cost	\$1,400,000	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Funds operating assistance, capital purchases and program administration of the Job Access Program services.						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5316	\$300,000	\$150,000	\$75,000	\$75,000
2012	5316	\$400,000	\$241,000	\$79,500	\$79,500
2013	5316	\$350,000	\$175,000	\$87,500	\$87,500
2014	5316	\$350,000	\$175,000	\$87,500	\$87,500

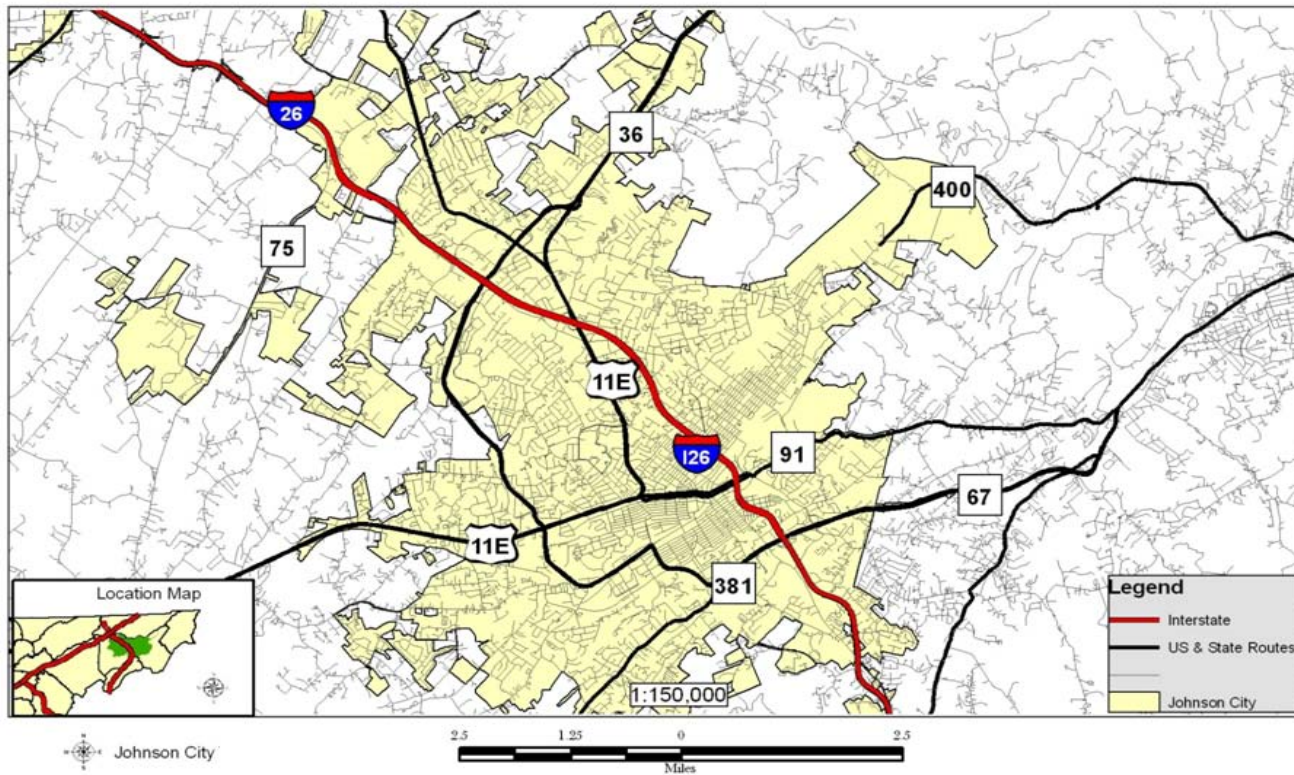
AMENDMENT #	1 (6-8-11)	ADJUSTMENT #		REMARKS	



TIP #	2011-24	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	L RTP #	CONSISTENT W/PLAN	CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	New Freedom Program	Total Project Cost	\$1,100,000	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Allows for day to day operations of the New Freedom route service						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5317	\$250,000	\$125,000	\$62,500	\$62,500
2012	5317	\$250,000	\$125,000	\$62,500	\$62,500
2013	5317	\$300,000	\$150,000	\$75,000	\$75,000
2014	5317	\$300,000	\$150,000	\$75,000	\$75,000

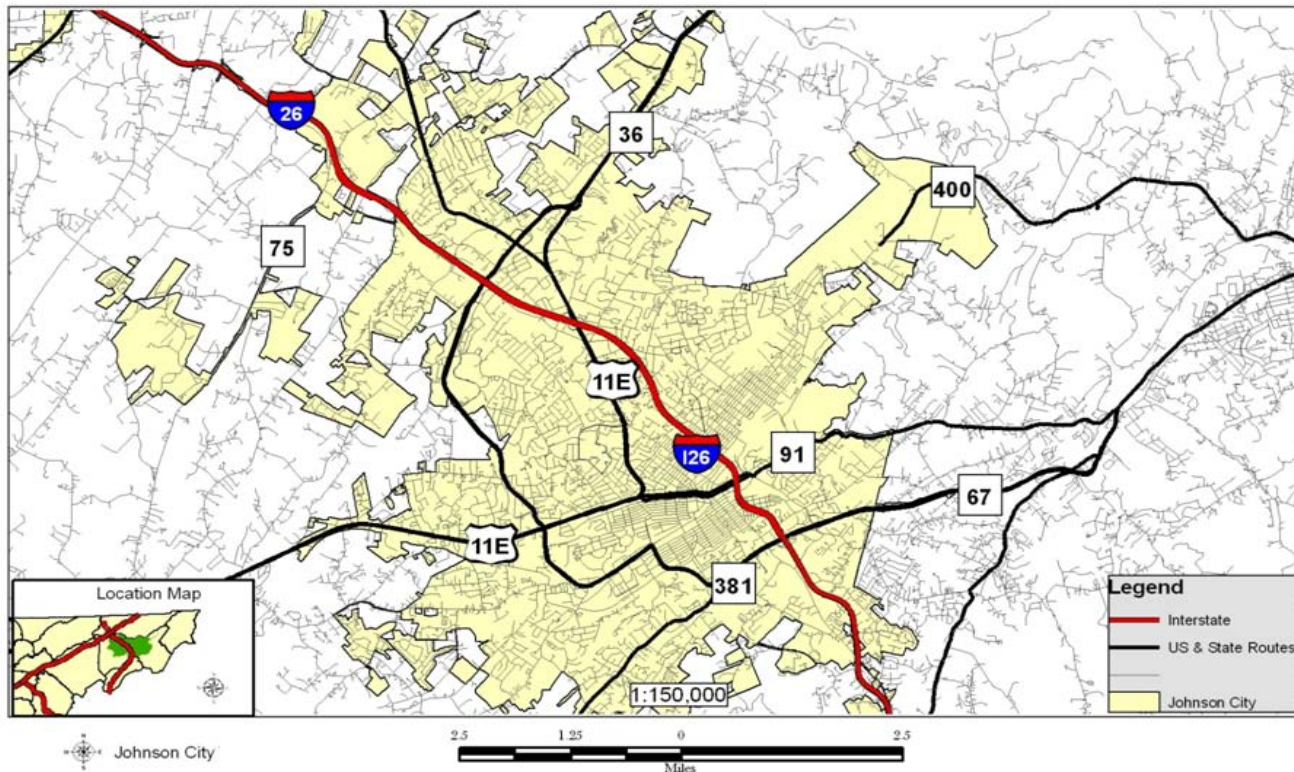
AMENDMENT #		ADJUSTMENT #		REMARKS	



TIP #	2011-24	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	L RTP #	CONSISTENT W/PLAN	CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	New Freedom Program	Total Project Cost	\$1,200,000	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Funds operating assistance, capital purchases and program administration of the New Freedom route service						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5317	\$250,000	\$125,000	\$62,500	\$62,500
2012	5317	\$250,000	\$125,000	\$62,500	\$62,500
2013	5317	\$400,000	\$268,000	\$66,000	\$66,000
2014	5317	\$300,000	\$150,000	\$75,000	\$75,000

AMENDMENT #	1 (6-8-11)	ADJUSTMENT #		REMARKS	



## Johnson City Transit Summary

	FY 2011				FY 2012			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 1,828,250	\$ 658,125	\$ 801,125	\$ 3,287,500	\$ 1,860,000	\$ 667,500	\$ 832,500	\$ 3,360,000
Operating Expenses	\$ 1,075,000	\$ 466,000	\$ 609,000	\$ 2,150,000	\$ 1,105,000	\$ 470,000	\$ 635,000	\$ 2,210,000
Paratransit Vehicles/ Buses/ Technology	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000	\$ 0	\$ 0	\$ 0	\$ 0
Transfer Area	\$ 0	\$ 0	\$ 0	\$ 0	\$ 220,000	\$ 27,500	\$ 27,500	\$ 275,000
Capital Expenses	\$ 250,000	\$ 31,250	\$ 31,250	\$ 312,500	\$ 260,000	\$ 32,500	\$ 32,500	\$ 325,000
Job Access Program	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000
New Freedom Program	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000
<b>Total Project Needs</b>	<b>\$ 1,828,250</b>	<b>\$ 658,125</b>	<b>\$ 801,125</b>	<b>\$ 3,287,500</b>	<b>\$ 1,860,000</b>	<b>\$ 667,500</b>	<b>\$ 832,500</b>	<b>\$ 3,360,000</b>
Ending Balance								

	FY 2013				FY 2014			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 1,963,250	\$ 695,250	\$ 880,250	\$ 3,538,750	\$ 1,998,250	\$ 699,250	\$ 911,250	\$ 3,608,750
Operating Expenses	\$ 1,135,000	\$ 475,000	\$ 660,000	\$ 2,270,000	\$ 1,170,000	\$ 479,000	\$ 691,000	\$ 2,340,000
Paratransit Vehicles/ Buses/ Technology	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000
Transfer Area	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Capital Expenses	\$ 275,000	\$ 34,375	\$ 34,375	\$ 343,750	\$ 275,000	\$ 34,375	\$ 34,375	\$ 343,750
Job Access Program	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000
New Freedom Program	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000
<b>Total Project Needs</b>	<b>\$ 1,963,250</b>	<b>\$ 695,250</b>	<b>\$ 880,250</b>	<b>\$ 3,538,750</b>	<b>\$ 1,998,250</b>	<b>\$ 699,250</b>	<b>\$ 911,250</b>	<b>\$ 3,608,750</b>
Ending Balance								

### Johnson City Transit Summary

	FY 2011				FY 2012			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 1,828,250	\$ 658,125	\$ 801,125	\$ 3,287,500	\$ 1,951,000	\$ 672,000	\$ 837,000	\$ 3,460,000
Operating Expenses	\$ 1,075,000	\$ 466,000	\$ 609,000	\$ 2,150,000	\$ 1,105,000	\$ 470,000	\$ 635,000	\$ 2,210,000
Paratransit Vehicles/ Buses/ Technology	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000	\$ 0	\$ 0	\$ 0	\$ 0
Transfer Area	\$ 0	\$ 0	\$ 0	\$ 0	\$ 220,000	\$ 27,500	\$ 27,500	\$ 275,000
Capital Expenses	\$ 250,000	\$ 31,250	\$ 31,250	\$ 312,500	\$ 260,000	\$ 32,500	\$ 32,500	\$ 325,000
Job Access Program	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000	\$ 241,000	\$ 79,500	\$ 79,500	\$ 400,000
New Freedom Program	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000
Total Project Needs	\$ 1,828,250	\$ 658,125	\$ 801,125	\$ 3,287,500	\$ 1,951,000	\$ 672,000	\$ 837,000	\$ 3,460,000
Ending Balance								

	FY 2013				FY 2014			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 2,081,250	\$ 686,250	\$ 871,250	\$ 3,638,750	\$ 1,998,250	\$ 699,250	\$ 911,250	\$ 3,608,750
Operating Expenses	\$ 1,135,000	\$ 475,000	\$ 660,000	\$ 2,270,000	\$ 1,170,000	\$ 479,000	\$ 691,000	\$ 2,340,000
Paratransit Vehicles/ Buses/ Technology	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000
Transfer Area	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Capital Expenses	\$ 275,000	\$ 34,375	\$ 34,375	\$ 343,750	\$ 275,000	\$ 34,375	\$ 34,375	\$ 343,750
Job Access Program	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000
New Freedom Program	\$ 268,000	\$ 66,000	\$ 66,000	\$ 400,000	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000
Total Project Needs	\$ 2,081,250	\$ 686,250	\$ 871,250	\$ 3,638,750	\$ 1,998,250	\$ 699,250	\$ 911,250	\$ 3,608,750
Ending Balance								