Kingsport
Metropolitan Transportation Planning
Organization

Transportation Improvement Program

Fiscal Years 2014 through 2017

December 19, 2013

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared in cooperation with the United States Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Tennessee Department of Transportation and the Virginia Department of Transportation. It is the policy of the City of Kingsport not to discriminate on the basis of age, race, sex, color, national origin or disability in its hiring and employment practices, or in admission to, access to, or operation of its programs, services, and activities. For ADA (disability) inquiries contact TDD at 423-224-2614

201 West Market, Kingsport, Tennessee 37660
Phone: 423-224-2670 Fax: 423-224-2756
E-Mail: MPO@KingsportTN.gov
Website: www.mpo.kingsporttn.gov

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2014-2017

KINGSPORT METROPOLITAN

TRANSPORTATION PLANNING ORGANIZATION

Prepared By:

Kingsport Metropolitan Transportation Planning Organization

December 19, 2013

TABLE OF CONTENTS

RESOLUTIONS i

CERTIFICATIONS ii

ACRONYMNS iv

INTRODUCTION 1
- MTPO Organization 1
- Executive Board 2
- Technical Coordinating Committee 2
- MTPO Staff 2
- Planning Area 3

TIP PROGRAM DEVELOPMENT 4
- Public Involvement 5
- Amendment and Adjustment Procedures 6

PROJECT PRIORITIES AND CRITERIA 9
- Prioritization 9
- Project Prioritization Criteria and Selection 10
- Inclusion of 3-R and Safety Projects 10
- Maintenance of Existing System 11

FUNDING AND FINANCIAL PLAN 13
- Funding 13
- Financial Plan 15
- Local Funding Match 16
- TIP Projects and Fiscal Constraint 17
- Establishment of Project Costs and Revenues 17

Previous TIP Projects (Section A) 18

Local STP Projects (Section B) 25

Tennessee Enhancement/SRTS Projects (Section C) 31

Public Transit Services (Section D) 36

TDOT Projects (Section E) 41

Tennessee Summary Tables (Section F) 49

VDOT Projects (Section G) 51

Virginia Summary Tables (Section H) 63

RESOLUTION
BY
THE EXECUTIVE BOARD AND EXECUTIVE STAFF
OF
THE KINGSPORT URBAN AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

ADOPTING FY 2014-2017 KINGSPORT
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, this Transportation Improvement Program is a subset of the adopted Long-range Transportation Plan; and

WHEREAS, in accordance with requirements set forth in the Federal Transportation Act of 2012 or "MAP-21" ("Moving Ahead for Progress in the 21st Century"), the Kingsport MTPO Executive Board hereby determines the use of various Federal Highway Administration funds and Federal Transit Administration funds for Kingsport Urbanized Area projects, as listed in the TIP; and

WHEREAS, the Kingsport Urban Area Metropolitan Transportation Planning Organization does hereby certify that the requirements of "Title 23 of the Code of the Federal Regulations Part 450.334" are met.

NOW THEREFORE, BE IT RESOLVED that the Executive Board and Executive Staff of the Kingsport Urban Area Metropolitan Transportation Planning Organization do hereby approve and endorse the **"Transportation Improvement Program, FY 2014-2017"**.

John Campbell

John Campbell, Chairman
MTPO Executive Board

1/8/14
Date

Bill Albright

Bill Albright, Chairman
MTPO Executive Staff

10/19/2013
Date

RESOLUTION
BY
THE EXECUTIVE BOARD AND EXECUTIVE STAFF
OF
THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FY 2014-2017 KINGSPORT
TRANSPORTATION IMPROVEMENT PROGRAM

"Self Certifications and Federal Certifications"

WHEREAS, in accordance with the requirements of the U.S. Department of Transportation, the Kingsport 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 Transportation Improvement Program reaffirms the adopted Long-range Transportation Plan; and

WHEREAS, the Kingsport Transportation Improvement Program follows the regulations and requirements, as set forth in the MAP-21 Federal Transportation Act of 2012, and

WHEREAS, in accordance with requirements set forth in the Moving Ahead for Progress Federal Transportation Act of 2012 or "MAP-21", the Kingsport MTPO Executive Board hereby determines the use of various Federal Highway Administration funds, including Surface Transportation Program, Transportation Alternatives, National Highway Performance Program, Highway Safety Improvement Program, and Federal Transit Administration Capital, Operating and Planning funds for Kingsport Urbanized Area projects, as listed in the TIP; and

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization does hereby certify that the requirements of Title 23 of the Code of the Federal Regulations, Part 450.306, Part 450.316, Part 450.324, and Part 450.334 are met.

NOW THEREFORE, BE IT RESOLVED that the Executive Board and Executive Staff of the Kingsport Metropolitan Transportation Planning Organization do hereby approve and endorse the following certifications, as set forth in 23CFR, Part 450.306, Part 450.316, Part 450.324, and Part 450.334 are met, as part of the Kingsport Area Transportation Improvement Program, FY 2014-2017.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS

23CFR 450.334

(1) 23 USC 134, 49 USC 5303 (Highways and Transit)

(2) In non-attainment and maintenance areas, sections 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. 2000d-1) and 49 CFR part 21

(4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity

(5) Section 1101 (b) of MAP-21 (Pub. L 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects

(6) Title 23 of the Code of the Federal Regulations, 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. 12101 et. Seq.)

(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. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

John S Campbell

John Campbell, Chairman
MTPO Executive Board

1/8/14

Date

Bill Albright, Chairman
MTPO Executive Staff

10/19/2013

Date

ACRONYMS

3-C	CONTINUING, COOPERATIVE, AND COMPREHENSIVE TRANSPORTATION PLANNING PROCESS
3-R	REPLACEMENT, REHABILITATION OR REPAIR
ADA	AMERICANS WITH DISABILITIES ACT
ARRA	AMERICAN RECOVERY AND REINVESTMENT ACT
BRR	BRIDGE REPLACEMENT AND REHABILITATION
CAA	CLEAN AIR ACT
CAAA	CLEAN AIR ACT AMENDMENTS
CFR	CODE OF THE FEDERAL REGULATIONS
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM
CO	CARBON MONOXIDE
CON	CONTINGENCY FUNDED PROJECTS
EB	EQUITY BONUS
E+C	EXISTING PLUS COMMITTED
EPA	ENVIRONMENTAL PROTECTION AGENCY
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FTA	FEDERAL TRANSIT ADMINISTRATION
FY	FEDERAL FISCAL YEAR (OCTOBER 1 – SEPTEMBER 30)
HOV	HIGH OCCUPANCY VEHICLE LANES
HPP	HIGH PRIORITY PROJECTS
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
ILL	ILLUSTRATIVE PROJECTS
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
KATS	KINGSPORT AREA TRANSIT SYSTEM
LRTP	LONG-RANGE TRANSPORTATION PLAN
MAP-21	MOVING AHEAD FOR PROGRESS – IN 21ST CENTURY (2012 FEDERAL TRANSPORTATION ACT)
MPO	METROPOLITAN PLANNING ORGANIZATION
MTPO	METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
N/A	NOT APPLICABLE
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
NETRANS	NORTHEAST TENNESSEE RURAL TRANSIT SYSTEM
NH/NHS	NATIONAL HIGHWAY SYSTEM
NHPP	NATIONAL HIGHWAY PERFORMANCE PROGRAM
OS	OPTIONAL SAFETY PROJECT
PE	PRELIMINARY ENGINEERING (N-NEPA OR D-DESIGN)
PPM	PARTS PER MILLION
PPP	PUBLIC PARTICIPATION PLAN
RD	STREET AND ROADWAY PROJECTS
ROW	RIGHT OF WAY
SPPR	STATE PRIMARY PAVEMENT REHABILITATION
SR	STATE ROUTE
STA	STATE FUNDS
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
STP	SURFACE TRANSPORTATION PROGRAM (L-LOCAL OR S-STATE)
TCC	TECHNICAL COORDINATING COMMITTEE
TCSP	TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM

TDOT	TENNESSEE DEPARTMENT OF TRANSPORTATION
TAP	TRANSPORTATION ALTERNATIVES PROGRAM
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TMC	TRAFFIC MANAGEMENT CENTER
TN	TENNESSEE
TR	PUBLIC TRANSIT PROJECTS
USC	UNITED STATES CODE
VA	VIRGINIA
VDOT	VIRGINIA DEPARTMENT OF TRANSPORTATION
VMT	VEHICLE MILES TRAVELED
VOC	VOLATILE ORGANIC COMPOUND

INTRODUCTION

The Kingsport Area Metropolitan Transportation Planning Organization (MTPO), which is federally mandated to carry out the planning and programming of federal and regionally significant transportation activities within the Cities of Kingsport, Church Hill, Mt. Carmel, and portions of Sullivan and Hawkins Counties, Tennessee, as well as Gate City, Weber City, and portions of Scott County, Virginia, has prepared the following Fiscal Year (FY) 2014 through 2017 Transportation Improvement Program (TIP) for the Kingsport MTPO.

The FY 14-17 TIP is a product of the ongoing transportation planning process of the Kingsport MTPO. The purpose of the TIP is to identify all transportation projects funded by 23 U.S.C. (United State Code) and 49 U.S.C. Chapter 53 within the Kingsport area, including streets and highways, transit service and facilities, bicycle and pedestrian facilities and transportation enhancement projects. It is also to ensure coordination of transportation improvements by local, state, and federal agencies.

As a condition to receiving Federal project funds, the TIP must list all highway and public transit transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code. The TIP must contain all Federal, State, and Locally funded regionally significant transportation projects regardless of funding source. The TIP identifies the region's highest priority transportation projects, develops a multi-year implementation program, and identifies necessary federal and non-federal funding. The TIP covers a four-year time period and is developed at least every four (4) years through a cooperative effort of MTPO, State and metropolitan public transit operators.

MTPO ORGANIZATION

The Kingsport MTPO is a multi-jurisdictional entity that is comprised of local governments within the area previously described and found in Figure 1, which is federally mandated to carryout a "3C" (Continuing, Comprehensive, and Cooperative) transportation planning process. The MTPO is led by an Executive Board, which is the policy board of the MTPO, a technical committee that provides recommendations to the Executive Board, and a professional MTPO staff.

The MTPO is bound by its operating procedures, which are documented in the MTPO's Transportation Planning Prospectus. The Prospectus includes a brief history of the Kingsport MTPO, a listing of Executive Board and Technical Coordinating Committee (TCC) members, and operating procedures, which includes a proactive public involvement program. Periodically the Prospectus is revised to ensure the region maintains a continuous and comprehensive transportation planning process. The Prospectus is available on the MTPO's web page at www.mpo.kingsporttn.gov.

Executive Board

The current composition of the MTPO Executive Board consists of the following six (6) elected and appointed officials from state and local governments:

Voting Members	Non-Voting Members
Governor of Tennessee	FHWA – Division Administrator, Tennessee
Governor of Virginia	FHWA – Division Administrator, Virginia
Sullivan County Mayor	FTA – Director, Region III
Kingsport Mayor	FTA – Director, Region IV
Hawkins County Mayor, Church Hill Mayor, Mount Carmel Mayor (*Note: The three agencies mutually nominate one representative to a four year term to represent their jurisdictions)*	
Executive Director - LENOWISCO (Virginia) Planning District Commission (Representing Gate City, Weber City, and Scott County, Virginia)	

Technical Coordinating Committee

The Technical Coordinating Committee (TCC), which is comprised of representatives from various jurisdictions within the Kingsport MTPO area, includes a diversity of technical background and transportation professionals. The TCC advises the Executive Board members on all aspects of the planning process. Member agencies and representatives of the TCC include;

Voting Members		Non-Voting Members
Kingsport City Manager	Sullivan County Highway Commissioner	FHWA – Division Administrator, Tennessee
Kingsport Planning Director	Sullivan County Planning Director	FHWA – Division Administrator, Virginia
Kingsport Public Works Director	Mt Carmel Public Works Director	FTA – Director, Region III
Church Hill Public Works Director	Kingsport Transportation Planning Manager	FTA – Director, Region IV
Kingsport Traffic Engineer	Kingsport City Engineer	
KATS Director	LENOWISCO Planner	
Kingsport MTPO Coordinator	TDOT District Office	
VDOT Resident Office		

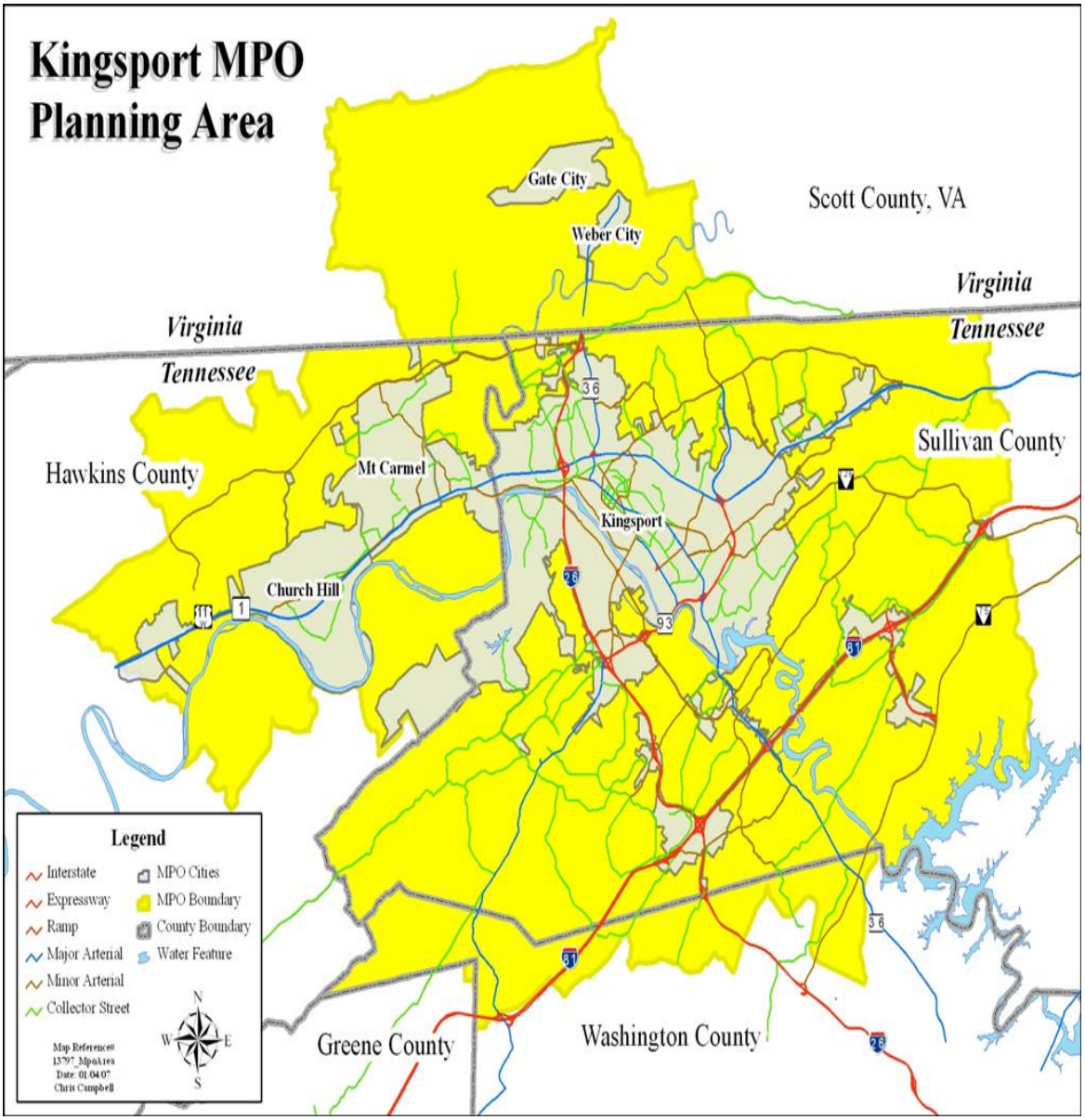
MTPO Staff

The MTPO staff is physically housed at the City of Kingsport's Development Services Building at 201 West Market Street in downtown Kingsport and is responsible for all planning and administrative functions of the MTPO. The MTPO Staff can be contacted by phone at (423) 224-2670 or e-mail at MPO@KingsportTN.gov.

PLANNING AREA

The planning area of the Kingsport MTPO comprises 208 square miles incorporating the cities of Kingsport, Church Hill, and Mt. Carmel, and portions of Sullivan and Hawkins Counties in Tennessee as well as portions of the Gate City, Weber City, and Scott County, in Virginia (See Figure 1).

FIGURE 1: KINGSPORT MTPO PLANNING AREA



TIP PROGRAM DEVELOPMENT

The TIP is a programming document that details a 4-year budget of transportation projects. It is cooperatively developed every four years and is compatible with the State Transportation Improvement Plan (STIP). The TIP is adopted by the MTPO and approved by the Governor in response to the transportation needs within the MTPO area for all modes of transportation (roadways, bikeways, pedestrian facilities and transit) within the Kingsport MTPO area. All projects that are funded with federal funds, either under 23 U.S.C. and 49 U.S.C. Chapter 53, must be included in the TIP, as well as projects that do not use federal funds, but are considered regionally significant. "Regionally significant" projects are those that affect a significant surrounding population, i.e. a community, city or major portion of the UZA, and is utilized by a significant number of motorists - a high average daily traffic count (or pedestrian / bicycle count – if a non-motorized project.)

Projects that are added to the TIP for funding and implementation must be consistent with the region's long range transportation plan (LRTP). The Long-Range Plan provides the foundation for almost all regionally significant transportation projects within the MTPO area. Recommended projects within The LRTP are typically segmented in to chronological phases, beginning with existing plus committed projects (E + C). Then prioritized projects are grouped into those "first choice" projects that can be developed within the next 5 to 10 years (or possibly sooner). The consistency between the LRP and the TIP occurs when LRTP projects that are recommended for immediate implementation (next 1 to 4 years) are drawn from these "first choice" projects that are found in the LRTP. In essence the LRTP's first priorities provide the recommendations for TIP project.

The Kingsport MTPO area is currently classified as "attainment" and, therefore, air quality conformity issues are not applicable. The LRTP details a list of all the projects proposed for completion in the MTPO region over the next 25 years. In order for a project to be included in the TIP, it must be in the LRTP.

Through a continuing and cooperative effort with the Tennessee Department of Transportation (TDOT), the Virginia Department of Transportation (VDOT), the Kingsport Area Transit Service (KATS), and local jurisdictions within the region, the FY 2014-2017 TIP has been developed. After receiving public input on the TIP it is then adopted by the Executive Board. Following this action it must be submitted to TDOT and VDOT for inclusion in the respective STIP (State TIP). The STIPS are then submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for official approval.

While the MTPO is responsible for the programming of transportation improvements, the implementation of projects (e.g. construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region. Projects funded under the Bridge and Interstate Maintenance program and projects on the National Highway Performance Program are selected by the MTPO in consultation with the State and public transportation operator(s). There are certain projects which may not be listed in this TIP by "specific name" but are included within project groupings and are funded through the TIP in this manner. This allows the inclusion of minor projects that do not alter the functional capacity of a facility and do not impact regional air quality emissions. This includes resurfacing, rehabilitation, or restoration (3R) and safety projects that could be funded with Surface

Transportation Program (STP) funds; bridge projects using National Highway Performance Program funds that do not provide additional through lanes; and miscellaneous safety projects funded with STP funds or Highway Safety Improvement Program (HSIP) funds.

Figure 2 provides an illustration of the relation of the TIP to the overall planning process within the MTPO area.

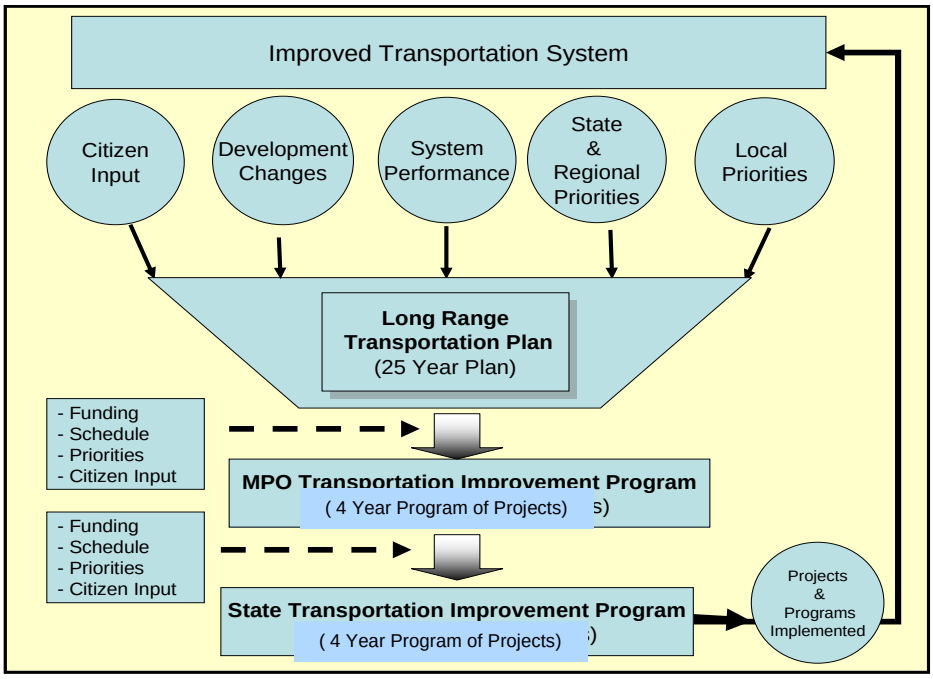


Figure 2 Transportation Improvement Program Development Process

PUBLIC INVOLVEMENT

Public input is a critical element in the development of plans and programs by the MTPO. The TIP is a significant document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years.

Prior to the MTPO adopting the TIP, a request for potential projects was made to the MTPO stakeholders including the citizen at large. Additional public and stakeholder input is made available at every MTPO meeting and the MTPO's website provided information on the development of the TIP including how to provide input. Before final adoption of the TIP, citizens and interested parties are provided notice of a seven (7) day public comment period to review the document and provide comments concerning the development of the TIP and the intent to fund specific projects. Advertisements are placed in the local newspaper - the Kingsport Times-News, which is distributed throughout the Kingsport MTPO area, notifying the public that the TIP is available for comment. In addition, following the guidelines set forth in the Public Participation Plan (PPP), the TIP is distributed among various state and local agencies

responsible for natural resources, land use management, environmental protection, conservation, and historic preservation to solicit feedback and/or receive consultation. The purpose is to determine if any environmentally sensitive areas may be impacted by TIP projects.

Hardcopies of the draft and final TIP are available in the following locations to provide citizens' access to the TIP: Kingsport City Hall – 225 W. Center Street, Kingsport, Tn., Kingsport Public Library – Downtown Kingsport, and Kingsport MTPO Office – 201 West Market Street, Kingsport, TN. Additionally, the TIP is made available on-line at the Kingsport MTPO's website www.mpo.kingsporttn.gov. All public comments are considered / addressed prior to final adoption by the MTPO Executive Board. A final public hearing is held at the Executive Board meeting to conclude the public comment period. Public comments received on this TIP and the disposition of comments are provided by, and available through, the MTPO office located at 201 West Market Street, Kingsport, TN.

AMENDMENT AND ADJUSTMENT PROCEDURES

The TIP is subject to amendments and/or administrative adjustments throughout the fiscal year due to changes in project scope, added funding for project phases, shifts in funding from one phase to another, additions of entirely new projects, changes in funding source(s), changes in scheduling, and possibly other factors. Such changes reflect project changes which may affect the TIP's programming. The following describes each of these procedures:

STIP/TIP AMENDMENT:

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

NOTE: some projects may not be identified specifically by name and have not separate TIP project status (and numbering). Instead they may fall in to a specific "category" or "grouping" of projects that may consist of minor 3-R activities, and/or minor projects status. Groupings of project may include (but not limited to) ITS projects, signalization, and resurfacing.

- A major change in the total project cost (excluding groupings) (see Project Cost Change Thresholds, page 8); or
- Adding a new project or deleting a project from the TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping);

Amendments to the TIP follow the same public involvement process as does the adoption of new TIP projects which is detailed in the MTPO's Public Involvement Plan. When new selection criteria for TIP projects are adopted by the TCC and Executive Board, amendments to the TIP will be subject to the same review. The public is given seven (7) days to review prior to adoption consideration by the Executive Board. After the Executive Board has considered and disposed of any public comments official adoption of the amendment can take place. After approval by the Executive Board, amendments are forwarded to TDOT, VDOT, FHWA and FTA for approval.

TIP ADMINISTRATIVE ADJUSTMENTS:

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

- A minor change in the total project cost (see Project Cost Change Thresholds, below)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
    - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
    - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page 8) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page 8) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or

- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts.

Administrative Adjustments are typically requested by TDOT or VDOT, and processed by MTPO staff. Adjustments do not require public involvement or review and approval by the TCC or Executive Board. However, periodic status reports on the TIP illustrating such TIP adjustments shall be produced and disseminated to the TCC, Executive Board, and general public. Administrative Adjustments are submitted by the MTPO staff to TDOT/VDOT for approval.

TIP PROJECT COST THRESHOLDS

Total project cost of all phases shown within the approved TIP	Amendment	Administrative Adjustment
Up to $2 million	≥75%	< 75%
$2 million to $15 million	≥50%	< 50%
$15 million to $75 million	≥40%	<40%
$75 million and above	≥30%	<30%

PROJECT GROUPINGS:

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

The Tennessee Department of Transportation has provided a description of "metropolitan groupings" that include a listing of criteria that are associated with (and qualify them as) grouped projects. TDOT Metropolitan Groupings Cross-walk is found later in this document. The allowable work types are described for each grouping category, each of which are founded on type of federal funding, i.e. STP, NHPP, and HSIP. Locally, the Kingsport MPO does not at this time have specific groups but, rather, is following those established by TDOT. For VDOT groupings focus primarily on maintenance and operational type projects.

PROJECT PRIORITIES AND CRITERIA

PRIORITIZATION

The development of the FY 2014-2017 TIP was shaped largely by the goals of the LRTP, MAP-21's eight planning factors, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region.

As part of Kingsport's 2035 LRTP, four (4) goals were established to guide the development of future transportation solutions for the region over the next 25 years.

2035 Long Range Transportation Plan Goals

Goal 1 - Promote the safe and secure flow of traffic on the multimodal transportation network within the Kingsport MTPO area
Goal 2 - Reduce congestion
Goal 3 - Improve access within and to the Kingsport MTPO area
Goal 4 - Develop a transportation network that enhances economic growth

MAP-21 Planning Factors

1. Support 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 accessibility and mobility options available to people and for freight
5. Protect and enhance the environment, promote energy conservation, and 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 for freight
7. Promote efficient system management and operation
8. Emphasize preservation of the existing transportation system

The MTPO advertised a call for projects to its member jurisdictions, interested parties, and the public. An STP project application (form) was developed which included the goals and objectives from the LRTP, as well as MAP-21. The submitted projects were then separated into eligible and non-eligible categories. The eligible projects were then scored, prioritized, and then entered into the TIP based on the fiscal constraints of available funding.

For public transit projects funded through the Federal Transit Administration (FTA) the prioritization and selection process is different. This is primarily because there are no service providers that compete for funding and/or operate within the same territory. Consequently,

scoring or other methodologies are not necessary because (again) projects nor jurisdictions are not competing with each other. KATS (Kingsport Area Transit Service) and NETRANS (Northeast Tennessee Rural Transit System) in Tennessee are the only providers of public transit service and KATS operates as an urban system and NETRANS in the surrounding counties as a rural provider. Most importantly, they utilize different funding sources (Section 5307 versus Section 5311) in order to operate on a daily basis. Selection of projects (mostly capital purchases) is done through a needs analysis for new buses, vans, shelters, administrative equipment, technological-based route-match software, and etcetera. Replacement criteria, i.e. Five (5) years or $150,000, is also used. Thus, local transit staff, using a needs-based evaluation as well as advice and affirmation from state transit officials, select these items on a periodic basis for funding and implementation.

PROJECT PRIORITIZATION CRITERIA AND SELECTION

Projects funded by sources other than Kingsport MTPO's STP funds (i.e. state sponsored projects, grants, or local government funds) are not prioritized by the MTPO Technical Coordinating Committee. Those projects that utilize Kingsport MTPO STP funds are prioritized by the MPO Technical Coordinating Committee through the use of the previously described project application score (see previous paragraph).

The Kingsport MTPO Area Transportation Improvement Program includes projects of various types that are funded by different sources i.e. Federal, State, Local, and are also identified by classification i.e. Highway, Public Transit, Enhancements, etcetera. All projects listed in the TIP are considered by their relationship to the overall transportation system in the Kingsport MTPO area. Projects within the 2014-2017 TIP are included per request by the Tennessee Department of Transportation, the Virginia Department of Transportation, and local jurisdictions. The general policy established for inclusion of projects in to the TIP is that each be a project of regional significance. These are evaluated by MTPO Staff and state and federal transportation agencies to assure eligibility and are typically preceded by a planning study, grant application/award, or other justification procedures. In addition, projects in the approved TIP that utilize 23 U.S.C. funds or Title 49 U.S.C. Chapter 53 funds are (and will be) implemented after using a selection process that involves cooperation between state and/or public transportation operators and the Kingsport MTPO. Selected projects in the TIP are fiscally constrained and are programmed contingent on future funding sources. If significant shifting of projects occurs, project funding sources are less than anticipated, or programmed funding types are rescinded then it may be necessary to coordinate and develop a revised agreed to list of projects.

INCLUSION OF 3-R AND SAFETY PROJECTS

By agreement between TDOT and the MTPO, this TIP includes any 3-R (replacement, rehabilitation, or repair) and Safety projects to be funded on the National Highway Performance Program (NHPP), or Surface Transportation Program (STP) funds, or Highway safety Improvement Program (HSIP) funds. Bridge projects without additional through laneage are funded with NHPP funds or STP funds and Safety and Enhancement Projects are funded with STP funds. These projects are not specifically listed in the tables nor are they typically included in

the prioritization process. They are minor projects that do not alter this functional capacity or a facility and do not impact Regional Air Quality Emissions.

COORDINATION WITH REGIONAL ITS ARCHITECTURE

The Kingsport MPO currently has an ITS Architecture in place. With assistance from TDOT this document will be updated within the next 2 years. The architecture includes an interface with other state and regional architectures, including TDOT (Regional TMC), VDOT (Regional TMC), and the Bristol MPO's. Project within the 2014-17 TIP will be considered for application of ITS technology and/or elements of ITS where possible and where funding and implementation is feasible. TIP projects that are directly related to ITS, such as for traffic control, will be considered as potential priorities where these can be linked to a systematic approach for area transportation improvements.

COORDINATION WITH STRATEGIC HIGHWAY SAFETY PLAN

TIP projects considered regionally significant are prioritized through an established process. The Kingsport MPO and member agencies are in agreement that Safety oriented projects usually rank above most all others. Safety projects are established within the TIP through various forms of planning initiatives (studies, warrants, etc.) which are linked to a statistical approach that typically determine both programming and funding. For Tennessee while these are MPO projects within the local MPO area, most all of these types of projects will be linked and coordinated with TDOT's Strategic Highway Safety Plan. Local TIP projects can be a means of which the safety plan can be implemented. The TDOT plan has various elements, including infrastructure improvements such as traffic control devices, enforcement, and other safety features that can be advanced through MPO plans and TIP project development. VDOT also has a strategic highway safety plan and projects found in the Virginia portion of the TIP, where applicable, are linked and coordinated with this plan.

OPERATIONS AND MAINTENANCE OF EXISTING SYSTEM

The Kingsport Metropolitan Transportation Planning Organization is committed to working closely with the Tennessee Department of Transportation as well as the Virginia Department of Transportation to maintain the existing infrastructure throughout the MTPO jurisdiction. Additionally, member jurisdictions work closely with the MTPO on all road projects within their respective jurisdictions and annually budget money towards the operations and maintenance of their street network. Maintenance of the transportation infrastructure is as critical to a safe and efficient transportation system as building the system. 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;

- roadway / right-of-way maintenance
- sign repair and replacement
- traffic signal maintenance and repair
- traffic signal operational controls
- guardrail repair / replacement
- street light repair / replacement
- sidewalk repair

- pavement resurfacing and markings
- bridge repair

These locally funded activities are not funded through or scheduled in the TIP, but are included here for informational purposes.

Below are the average annual maintenance and operational expenditures that are budgeted for the Tennessee jurisdictions found within the MTPO. In Virginia since most all of the local roads are "state routes", in Scott County very little funding is included within local government budgets in Scott County (including Weber City and Gate City) for local roadway maintenance. In addition, since VDOT maintenance and operational funds are allocated on a district-wide basis, it is difficult to break out specific amounts for each of Gate City, Weber City, and Scott County. Note, for Tennessee jurisdictions most receive a small amount of funds each year in "State Aid" dollars to maintain state routes within city or county limits (this is not broken out in the chart). Other local funds come from a mixture of sources including, property taxes, sales tax, and bonds. It is estimated that approximately 1% increase in these budgets should be added each year to account for inflation.

In addition, funds provided by the Tennessee Department of Transportation for operations and maintenance activities are listed in the summary tables under the "O & M State" category in the back of this document. O & M funds are used for various maintenance and operations activities within each region on state highways, such as pavement markings, signage, resurfacing, guardrails, and other minor maintenance and repair.

JURISDICTION	**ANNUAL BUDGET* – OPERATIONS/MAINTENANCE**
City of Kingsport	$ 2,200,000
Sullivan County (MTPO Area)	$ 900,000
Church Hill	$ 400,000
Mount Carmel	$ 300,000
Virginia District (MTPO Area)	$ 600,000

* approximated

The Kingsport Area Transit Service (KATS) also allocates funds annually for fleet maintenance. Over the last three years KATS, through the use of State and Federal funds has been able to replace its aging fleet which has decreased the annual maintenance costs. KATS staff continues to make it a number one priority to assure the citizens of Kingsport that the KATS fleet is safe, reliable, and dependable.

FUNDING & FINANCIAL PLAN

FUNDING

MAP-21 legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. These funding programs are listed in the table entitled "Current Funding Sources under MAP 21" and are described below. Previous funding sources are also listed in the following tables:

Current Federal Funding Sources under MAP-21

Funding Program	Abbreviations	Source	Available To	Funding Share
HIGHWAY				
Surface Transportation Program – MTPO	STP-M	FHWA	All TN Jurisdictions within Kpt-MTPO area	80% Federal, 20% Local
Surface Transportation Program – State	STP-S	FHWA	TDOT	80% Federal, 20% State
Congestion Mitigation and Air Quality *	CMAQ	FHWA	Non-Attainment Jurisdictions plus TDOT	80% Federal, 20% Local
National Highway Performance Program	NHPP	FHWA	TDOT and Kpt-MTPO Jurisdictions, TDOT	80% Federal, 20% Local
Transportation Alternatives Program *	TAP	FHWA	All TN Jurisdictions within Kingsport MTPO area	80% Federal, 20% Local
Highway Safety Improvement Program	HSIP	FHWA	TDOT	90% Federal, 10% State
TRANSIT				
Urbanized Area Formula	Section 5307	FTA	KATS	80% Federal, 10% State, 10% Local
State of Good Repair	Section 5337	FTA	KATS	80% Federal, 10% State, 10% Local
Bus and Bus Facilities	Section 5339	FTA	KATS	80% Federal, 10% State, 10% Local

* Note: The funding share for CMAQ and TAP projects are typically 80% federal and 20% local. However, in some cases these percentages could be different, possibly 100%.

Carryover Federal Funding Sources From Previous Transportation Bills

Funding Program	Abbreviations	Source	Available To	Funding Share
Interstate Maintenance	IM / IMD	FHWA	TDOT	90% Federal, 10% State
National Highway System	NHS	FHWA	TDOT	80% Federal, 20% State
Transportation Community and System Preservation Program	TCSP	FHWA	All TN Jurisdictions within Kpt-MTPO area	80% Federal, 20% Local
Transportation Enhancement	ENH	FHWA	All TN Jurisdictions within Kpt-MTPO area, TDOT	80% Federal, 20% Local
High Priority Project	HPP	FHWA	All TN Jurisdictions within Kpt-MTPO area, TDOT	80% Federal, 20% Local
Safe Routes to School	SRTS	FHWA	All TN Jurisdictions with KPt-MTPO area	80% Federal, 10% State, 10% Local

National Highway Performance Program (previous Interstate Maintenance, National Highway System, Bridge Replacement/Repair Programs)

- Funds from this program can be used for the restoration, resurfacing and rehabilitation of existing interstate facilities, including the reconstruction of bridges, interchanges and crossing structures, and for preventive maintenance. If additional right-of-way is needed to complete these improvements, it may also be purchased with funds from this program. Interstate Maintenance funds may be used for the construction of new High Occupancy Vehicle (HOV) lanes, but not for the construction of new lanes for use by all vehicles. Interstates, expressways, and those surface arterial roads, which are a critical link in the regional transportation system, are eligible for project funding under the National Highway Performance Program

- Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning. Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and pose a safety hazard until they are improved.

- This funding program allows for the replacement or rehabilitation of these bridges. Proposed transportation projects in this document are shown by county, and within counties by city. Each project sheet includes a table with details on the project description, responsible jurisdiction/agency, type of funds to be used, program year and estimated cost.

Surface Transportation Program (STP) - These funds may be used for the same broad range of improvements as NHPP funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any road which is not a local street or a rural minor collector. As a result, the Surface Transportation Program funds a large number of projects in the TIP.

Transportation Alternative (TA) Program – The TAP provides funding for programs and projects defined as transportation alternatives, including on– and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing

boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Examples of these types of projects include Greenway projects, downtown pedestrian amenities, historic-related projects with a transportation theme, and other pedestrian facilities. The old "Enhancement Grant" program was replaced by the TA Program.

State Funds (STA, SP & SPPR) – These State funds are used for transportation projects on routes designated as part of the Tennessee or Virginia State Highway Systems. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Federal Rail – these funds are typically utilized to correct and/or compliment safety-oriented problem areas. They are used for railroad / street-highway crossings where new or updated signals may be needed, where additional signage and pavement markings are recommended, and where other roadway features are suggested that will improve the safety of railroad crossings, i.e. lights, gates.

Federal Transit Administration Section 5307 (FTA-5307) - Urbanized Area Formula Grants – This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5309 (FTA-5309) - Fixed Guideway Capital Investment Grants, New Starts – The transit capital investment program provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems (New Starts). Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

Federal Transit Administration Section 5310 (FTA-5310) - Mobility of Seniors and Individuals with Disabilities – This program provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

FINANCIAL PLAN

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, VDOT, and local jurisdictions and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Close approximations of "Available funding" for MPO projects are documented in the latter portion of this document, specifically the "summary pages" that follow project pages. Projects

that are funded strictly through state and federal funding classifications, i.e. "State STP" or "NHS" funds, do not typically involve local matching funds or local contributions. Thus, the local MPO and local jurisdictions do not have control over the amount of funding provided through these sources. As many of these projects are discretionary and drawn from a pool of state funds or federal funding managed by state DOTs the amount of available funding can not be determined for a specific MPO area (in essence during the fiscal year an MPO area may have discretionary funds added in or taken away as determined by state DOT needs. Consequently for some classifications MPO do not have any awareness of how much funding will be available for possibly (as examples) NHS, State STP, IM, or HSIP projects. Therefore, the summary tables in this document provide funding amounts that equate to the pre-determined projects within the MPO area and are subject to change during the year as projects maybe added or deleted to the state's discretion.

The "Financial Plan" for this TIP is founded upon an annual comparison of reasonably available revenues to the calculated cost of various project phases that will incur, with the understanding that these costs will not exceed available revenues (or "financial constraint"). For strictly state projects (not locally matched or managed by local governments) the amount of available funding is determined by state officials and administrators and, therefore, financial constraint is determined only by TDOT or VDOT in these categories. For the Kingsport MPO financial constraint centers primarily around local STP dollars. The summary tables for local Local-STP funds clearly presents this financial constraint, were costs do not exceed reasonable available revenues. Note; a statement at the top of the summary page provides a statement on how the reasonably available revenues are calculated. Detailed financial breakdowns are included in Tables 1-4 **(Tennessee Summary Pages 46-49 and Virginia Summary Page 61.** The projects included in this TIP have been funded in accordance with current and proposed revenue sources. Annual federal allocations and adopted state and local budgets places a level of confidence that anticipated funding will be available to implement the projects in the TIP.

FEDERAL APPORTIONMENT

Apportionment is the Federal distribution of transportation funds to each State as prescribed by a statutory formula. Prior to MAP-21 each apportioned Federal program had its own formula for distribution and the Federal assistance received by a State was the sum of the amounts it received for each program. MAP-21 changed this process and provides a total combined Federal apportionment to each State and then divides that apportionment among the State's individual formula programs.

The division of Federal funding among States includes an adjustment, if needed, to ensure that each State receives an equitable return on its share of Federal gas tax contributions to the Highway Trust Fund. Under SAFETEA-LU this minimum guarantee was apportioned to each State under the Equity Bonus Program as a separate funding category. With MAP-21 this funding adjustment is included in the statutory formula for each State's total Federal apportionment (prior to the division of a State's funding among the various programs).

LOCAL FUNDING MATCH

Local jurisdictions and agencies with projects in the TIP have committed the necessary matching funds to ensure the completion of each project. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

TIP PROJECTS AND FISCAL CONSTRAINT

The guidelines set forth in MAP-21 (Moving Ahead for Progress in the Twenty First Century) are followed by the Kingsport Area MPTO. An annually specified level of funding is allocated for highway and transit projects, which can be applied to local MTPO projects. Local governments have budgeted the necessary funds to implement transportation projects within their respective jurisdictions, which include funding required for the local share of programs in the TIP. Additionally, projects being implemented through the use of the STP funds are within the annual allocation of STP funds or within the reserve funds for this project.

ESTABLISHMENT OF PROJECT COST AND REVENUES

Each project listed in this TIP has a cost estimate assigned to it. As is applied to the LRTP, these estimates are based on research by, and correspondence with, TDOT staff in coordination with the Kingsport MTPO staff (which includes members of the TCC). Cost estimates are established by phase. Projections of costs are made to reflect inflation, the Year of Expenditure (YOE), and use an inflation factor of 5% per year through each of the four years listed in the TIP. Additional cost factors i.e. unusual right-of-way expenses, will also be considered if necessary in estimating costs.

Revenues listed in the summary tables near the back of this document are used to determine fiscal constraint. In most funding categories the dollar amount listed in these tables, as well as the individual project sheets, for each year are not annual appropriations that include an inflation factor. Only where STP funds are listed is there an annual appropriation and, therefore, the amounts are based on trends in MAP-21 funding and/or expectations for the Kingsport MTPO. Funding in the summary tables is listed in terms of reasonable expected revenues.

SECTION A

Previous Projects – Status Report
Listed below are major projects from the previous TIP

ID	Project Location	Description	Status
TN-1	Fordtown Rd	Realignment	PE and ROW completed
TN-2	I-26 Welcome Center	Welcome Center and interchange	PE and ROW underway
TN-3 PIN# 103725	Intersection of US 11W/Indian Trail Dr	Install new signal and add median work at approaches	Construction complete, awaiting final voucher
TN-4 PIN# 101552.00	Netherland Inn Bridge	Bridge replacement	Construction complete
TN-5 PIN# 105467.00	SR 126 from Center St to I-81	Reconstruction/widening improvements	Currently in PE Phase
TN-18	KATS Operations	Bus drivers, dispatch, staff, operating	Complete
TN-8 PIN #109896.00 & 109896.01	Intersection of SR 93 and Pavilion Dr	Install new signal and geometric improvements	Construction in Summer of 2010, waiting final voucher
TN-9	Watauga Roundabout	Construct roundabout at 5 legged intersection with local funds	Complete
TN-10	Eastman Rd/Ryder Dr	Signalization with local funds	Complete
TN-11	Gibson Mill / W Ravine Rd	Realignment and relocation project funded by local/private partnership	W Ravine Rd extension complete; Gibson Mill realignment construction underway
TN-12 PIN# 030627.00	Adjacent to Netherland Inn	Construct Historic Transportation Museum using Enhancement funds	Construction complete, awaiting final voucher
TN-13	Warriors Path State Park	Park amenities	Construction complete, awaiting final voucher

ID	Project Location	Description	Status
TN-20	KATS Capital	Bus purchases and/or other capital purchases	Complete
TN-14 PIN# 030629.01	Sections of the Greenbelt	Construct multi-modal pathway	Sullivan St to Center St completed, section from Industry Dr to Netherland Inn under design
TN-7 PIN# 105528.00	SR 126 from Center St to I-81	Safety improvements along SR 126 using Optional Safety funds	Complete
TN-21	KATS Maintenance	Maintenance of vehicles	Complete
TN-35	Various Safe Routes to School	Construct safety improvements, education programs, and other transportation improvements	PE underway
TN-38	Various 3R improvements	3R improvements using ARRA funds	Construction complete, awaiting final vouchers
TN-41	KATS ITS	Purchase, replace, and expand transit ITS technologies	Complete
TN-47	Various 3R improvements	3R improvements using L-STP	PE underway; awaiting NTP for construction
TN-43	SR 1/Main St/Hammond Ave	Dual Signalization	PE and ROW completed; Construction in 2011
VA-1	Intersection of SR 224, US 23, US 58	Moccasin gap interchange	Phase 1 completed
TN-44	SR-75	Widening Project	Underway

ATTACHMENT 1 – TDOT's Metropolitan Groupings Crosswalk

Allowable Work Types for TDOT's Metropolitan Groupings

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

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

Activities that do not meet these requirements must be individually identified in the respective MPO's TIP or TDOT's STIP.

Metropolitan, Non-metropolitan, and Rural Areas

TDOT's map of metropolitan, non-metropolitan, and rural areas is available at: http://www.tdot.state.tn.us/longrange/mpo.htm

Regional Significance and Air Quality Attainment Status

Regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel, per 23 CFR 450.104. Regional significance is collaboratively determined by each nonattainment and/or maintenance area's respective Interagency Consultation group, per 40 CFR 93.105.

The EPA's "Green Book" of nonattainment and maintenance statuses is available at: http://www.epa.gov/oaqps001/greenbk/anay_tn.html.

NHPP and STP Funding Qualifications

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the U.S. Code. FHWA's NHS maps are available at: http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/tennessee/index.cfm.

Surface Transportation Program (STP) funds can only be used on Federal-aid Highways – any functionally-classified road except local roads and rural minor collectors – unless otherwise noted in Title 23 of the U.S. Code. TDOT's functional classification maps are available at: http://www.tdot.state.tn.us/longrange/functionalclass.htm.

Grouping Category	Function of Grouping Activities	Allowable Work Types

Surface Transportation Program (STP) Grouping
 	
TIP# TN-4
	Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:
	
	• Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501,
	
	• Traffic operations on Federal-aid highways,
	
	• Bridge and tunnel improvements on public roads,
	
	• Safety improvements on public roads,
	
	• Bicycle and pedestrian improvements on public roads, and
	
	• Environmental mitigation.
		• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance
		• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition
		• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps
		• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
		  ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements
		  ○ Traffic Management Center (TMC) operations and utilities
		  ○ Freeway service patrols
		  ○ Traveler information
		• Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures
		• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure
		• Rail-highway grade crossing improvements
		• Highway safety improvements:
		  ○ Installation of new or improvement of existing guardrail
		  ○ Installation of traffic signs and signals/lights
		  ○ Spot safety improvements
		• Sidewalk improvements
		• Pedestrian and/or bicycle facilities
		• Traffic calming and traffic diversion improvements
		• Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21
		• Noise walls
		• Wetland and/or stream mitigation
		• Environmental restoration and pollution abatement
		• Control of noxious weeds and establishment of native species

Grouping Category	Function of Grouping Activities	Allowable Work Types

Surface Transportation Program (STP) Grouping
 	
TIP# TN-4
	Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:
	
	• Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501,
	
	• Traffic operations on Federal-aid highways,
	
	• Bridge and tunnel improvements on public roads,
	
	• Safety improvements on public roads,
	
	• Bicycle and pedestrian improvements on public roads, and
	
	• Environmental mitigation.
		• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance
		• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition
		• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps
		• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
		  ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements
		  ○ Traffic Management Center (TMC) operations and utilities
		  ○ Freeway service patrols
		  ○ Traveler information
		• Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures
		• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure
		• Rail-highway grade crossing improvements
		• Highway safety improvements:
		  ○ Installation of new or improvement of existing guardrail
		  ○ Installation of traffic signs and signals/lights
		  ○ Spot safety improvements
		• Sidewalk improvements
		• Pedestrian and/or bicycle facilities
		• Traffic calming and traffic diversion improvements
		• Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21
		• Noise walls
		• Wetland and/or stream mitigation
		• Environmental restoration and pollution abatement
		• Control of noxious weeds and establishment of native species
		• Projects authorized from this grouping may be authorized with a different Federal percentage than shown in the grid based on one or more of the following:
		  ○ 90% for certain Interstate projects under 23 U.S.C. 120(a);
		  ○ 100% for certain safety items under 23 U.S.C. 120(c); or
		  ○ 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

Grouping Category	Function of Grouping Activities	Allowable Work Types

Surface Transportation Program (STP) Groupings
 	
L-STP;
 	
TIP# L-STP-1 Resurfacing
 	
TIP# L-STP-2 Signalization
 	
TIP# L-STP-4 Non-Motorized
 	
S-STP;
 	
TIP # TN-4 Comprehensive
	Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:
	
	• Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501,
	
	• Traffic operations on Federal-aid highways,
	
	• Bridge and tunnel improvements on public roads,
	
	• Safety improvements on public roads,
	
	• Bicycle and pedestrian improvements on public roads, and
		• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance
		• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition
		• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps
		• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
		  o Infrastructure-based intelligent transportation systems (ITS) capital improvements
		  o Traffic Management Center (TMC) operations and utilities
		  o Freeway service patrols
		  o Traveler information
		• Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures
		• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure
		• Rail-highway grade crossing improvements
		• Highway safety improvements:

	• Environmental mitigation.	o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21 • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
Grouping Category	**Function of Grouping Activities**	**Allowable Work Types**
National Highway Performance Program (NHPP) Grouping **NHPP;** **TIP# TN-2 Comprehensive**	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and	• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: o Infrastructure-based intelligent transportation systems (ITS) capital improvements o Traffic Management Center (TMC) operations and utilities o Freeway service patrols

	pedestrian improvements, and • Environmental mitigation.	o Traveler information • Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
Grouping Category	**Function of Grouping Activities**	**Allowable Work Types**
Highway Safety Improvement Program (HSIP) Grouping **HSIP;** **TIP# TN-3 Comprehensive**	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education	• Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety

	activities. Eligibility of specific projects, strategies, and activities is generally based on: • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the U.S. Code, and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.	• Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones • Construction and operational improvements on high risk rural roads • Geometric improvements to a road for safety purposes that improve safety • Road safety audits • Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers Pedestrians" (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Workforce development, training, and education activities

SECTION B

LOCAL STP PROJECTS

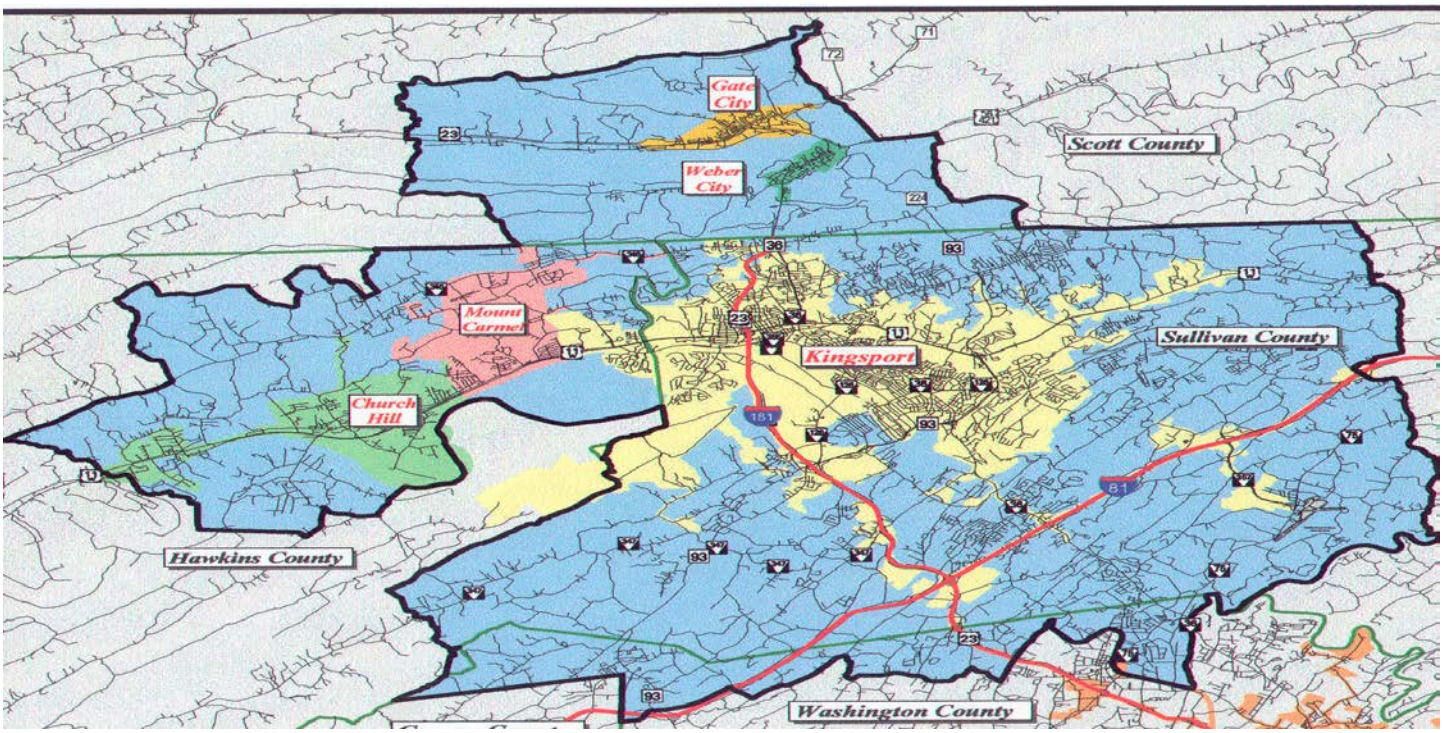
TIP #	L-STP-1	**TDOT PIN# / VA UPC#**	Group	**Priority**		**Lead Agency**	Various
County	Sull., Hawk.	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	3R Improvements (Resurfacing,Restoration,Rehabilitation) plus Street Lighting					**Total Project Cost**	$2,294,740
Termini or Intersection	Functionally Classifed Roadways within the Urbanized Area						
Project Description	Resurfacing, slide repair, guardrail, signing, marking, intersection modifications, lighting, and other preventative maintenance						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, CONST	L-STP	$1,519,740	* $1,215,792	$0	$303,948
FY 15	PE, CONST	L-STP	$375,000	$300,000	$0	$75,000
FY 16	PE, CONST	L-STP	$200,000	$160,000	$0	$40,000
FY 17	PE, CONST	L-STP	$200,000	$160,000	$0	$40,000

Remarks **Amendment Number** **Adjustment Number**

*** Note: Dollar amount listed does not include previous federal funds obligated - approximately $1,147,000**

Consistency with LRTP; 3R improvements provide the necessary maintenance for major and minor thoroughfares within the MPO area that preserve the transportation system for long-term (range) use



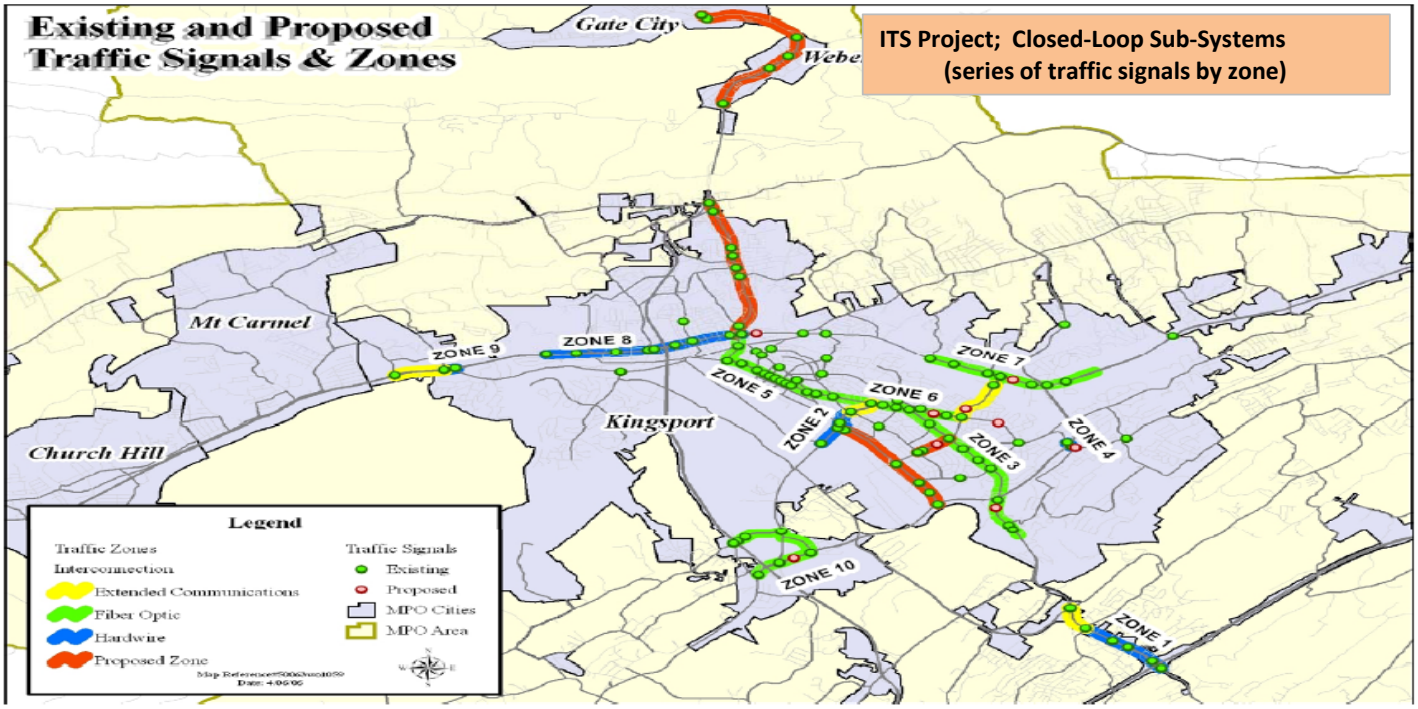
TIP #	L-STP-2	**TDOT PIN# / VA UPC#**	Group	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Kingsport Signalization Grouping					**Total Project Cost**	$550,000
Termini or Intersection	Sullivan and Hawkins Counties						
Project Description	Improvements to traffic signals including construction of closed-loop signal sub-system to coordinate traffic signals, signal hardware/software upgrades, multi-direction cameras.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	$220,000	$155,000	$65,000	$0
FY 15	PE, ROW, CONST	L-STP	$100,000	$100,000	$0	$0
FY 16	PE, ROW, CONST	L-STP	$100,000	$100,000	$0	$0
FY 17	PE, ROW, CONST	L-STP	$100,000	$100,000	$0	$0

Remarks	**Amendment Number**		**Adjustment Number**	

FY 14 includes the development of the Lynn Garden Drive (SR 36) closed-loop signal "sub-system"

Consistency with LRTP; Signalization projects are included within the Lon-Range Plan by category, but not by sepcifically by name or location. Signalization is part of the Traffic Systems Managememt (TSM) segment of the plan

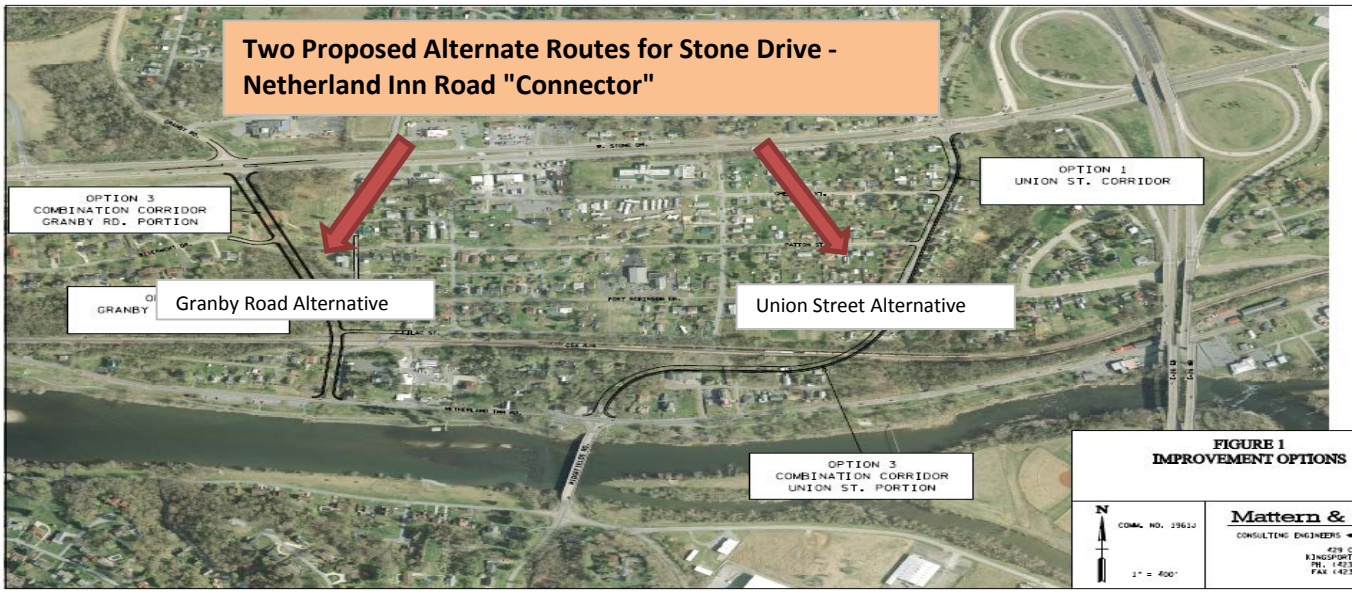


TIP #	L-STP-3	**TDOT PIN# / VA UPC#**	PIN #115497.00	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	C-15	**Conformity Status**	N/A
Route/Project Name	Netherland Inn - Stone Drive (US 11W / SR 1) Connecter					**Total Project Cost**	$6,450,000
Termini or Intersection	Realignment of Union St from US 11W to Netherland Inn Rd (approximately 3,100 feet)						
Project Description	Realign and reconstruct Union Street from U.S. 11-W (West Stone Drive) to improve access to Netherland Inn Rd and economic redevelopment area along the Holston River (approximately 3,100 feet).						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE-N	L-STP	$50,000	$40,000	$0	$10,000
FY 15	PE-D	L-STP	$400,000	$320,000	$0	$80,000
FY 16	ROW	L-STP	$1,000,000	$800,000	$0	$200,000
FY 17	CONST	L-STP	$3,000,000	$2,400,000	$0	$600,000

Remarks	**Amendment Number**		**Adjustment Number**	

NEPA document being developed during FY 2014 using various alternatives developed in previous study.



New Page 4/2/14

TIP #	L-STP-4	**TDOT PIN# / VA UPC#**	Group	**Priority**		**Lead Agency**	Various
County	Kpt./Hawk./Sull.	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Non-Mortorized / Active Transportation Solutions Grouping					**Total Project Cost**	$1,026,000
Termini or Intersection	Various locations lin Sullivan and Hawkins County						
Project Description	Facilities, programs, and planning initiatives for non-motorized transportation alternatives. Projects to be implemented from this program come from the Regional Bicycle and Pedestrain Plan and those supportive of the LRTP's goals and objectives.						

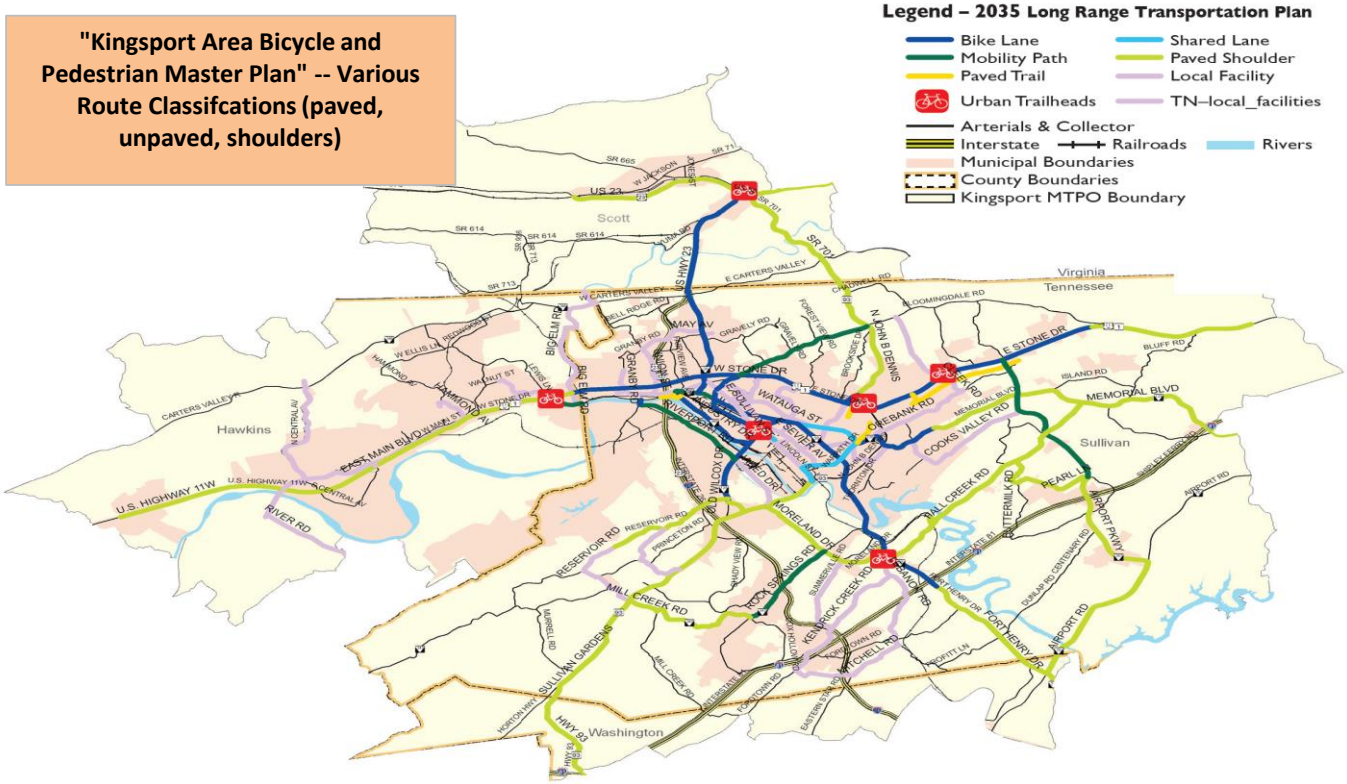
Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	$726,000	$580,800	$145,200	$0
FY 15	PE, ROW, CONST	L-STP	$100,000	$80,000	$0	$20,000
FY 16	PE, ROW, CONST	L-STP	$100,000	$80,000	$0	$20,000
FY 17	PE, ROW, CONST	L-STP	$100,000	$80,000	$0	$20,000

Remarks **Amendment Number** **Adjustment Number**

FY 14 will include mobility path along Wilcox Drive that can serve pedestrian traffic and bicyclists along State Route 126.

As part of the LRTP, projects focusing on pedestian and bicyling and any other non-motorized travel are included. This TIP grouping provides funding for long-range plan projects, including bike/ped pathways or mobility paths, as well as multi-modal programs and projects

"Kingsport Area Bicycle and Pedestrian Master Plan" -- Various Route Classifcations (paved, unpaved, shoulders)



New Page

TIP #	L-STP-5	**TDOT PIN# / VA UPC#**	TB Assigned	**Priority**		**Lead Agency**	City of Kingsort
County	Sullivan	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Signalization of Intersection of State Route 126 with Island Road					**Total Project Cost**	$360,000
Termini or Intersection	Intersection of State Route 126 (Memorial Boulevard) with Island Road						
Project Description	Installation of new 4-way traffic signal and associated equipment plus improvements to lane configuration that coordinates with new signal design - at intersection of SR 126 with Island Road						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	$360,000	$330,000	$30,000	$0
FY 15						
FY 16						
FY 17						

Remarks	**Amendment Number**		**Adjustment Number**	1

Tip Adjustment 4/2/14 Changed funding source to eliminate local funding per state rt.

SECTION C

TRANSPORTATION ALTERNATIVES PROJECTS

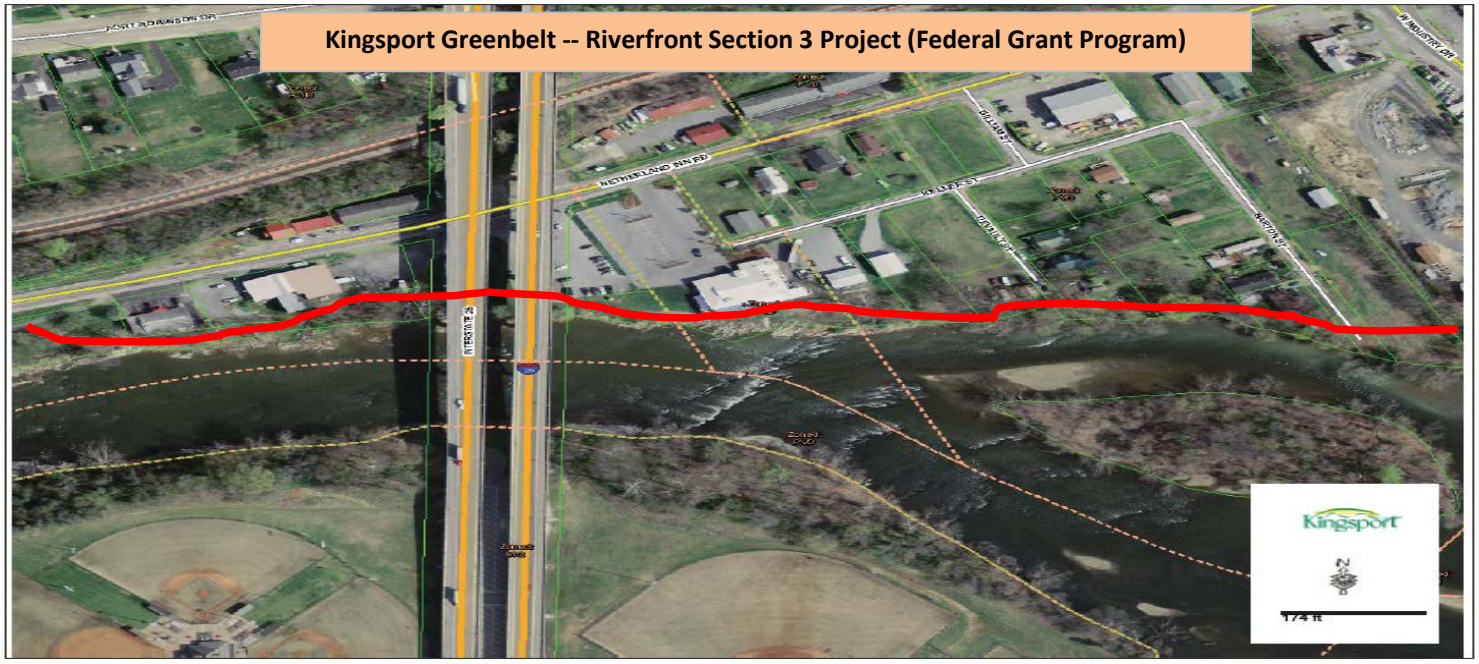
TIP #	EN-1	**TDOT PIN# / VA UPC#**	PIN # 30629.01	**Priority**		**Lead Agency**	Various
County	Sull., Hawk.	**Length**		**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Enhancements Grant Project - Section 3 (Riverfront Area)					**Total Project Cost**	$280,000
Termini or Intersection	Begin at westward end of current Greenbelt (near Industry Drive), end just past I-26 bridge (total approximately 1,700 feet)						
Project Description	Construct approximately 1,700 feet extension of Kingsport Greenbelt walking and biking path westward along riverfront (South Fork Holston River). Grant has been awarded for this.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	EN	$280,000	$190,000	$0	$90,000

Remarks	**Amendment Number**		**Adjustment Number**	

Enhancement projects previous awarded are included in this TIP. Future grants will be listed under "Transporation Alternative" (TA) Projects. These can be greenbelts, mobility paths, sidewalks, downtown walkways, and enhancements to transportation facilities

Enhancement grants, which are now identified as Transportation Alternatives grants, are used to develop non-traditoinal travel-ways, including biking and pedestrian walkways. These are included not by specific name, but by category, in the LRTP and compliment other projects found in the Plan



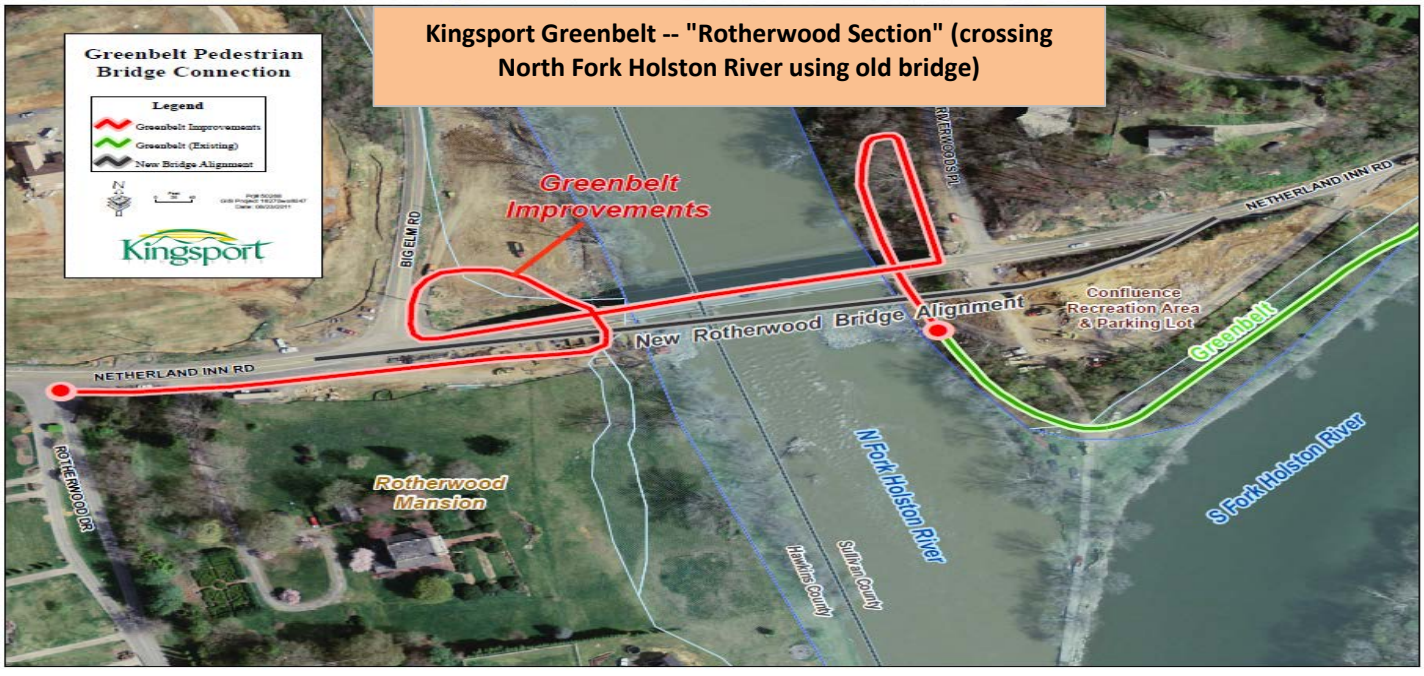
TIP #	EN-2	**TDOT PIN# / VA UPC#**	PIN # 110538.03	**Priority**		**Lead Agency**	Various
County	Sull., Hawk.	**Length**		**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Enhancements Grant Project - Rotherwood Greenbelt					**Total Project Cost**	$932,577
Termini or Intersection	Begin at westward end of current Greenbelt in Riverfront Park, end at intersection of Netherland Inn Road and Rotherwood Drive (total length approximately 2,300 feet)						
Project Description	Construct 2,300 foot extension of Kingsport Greenbelt walking and biking path westward from end of current Greenbelt to Rotherwood Drive (past Rotherwood Mansion area). Grant has been awarded for this.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	EN	$932,577	$652,577	$0	$280,000

Remarks	**Amendment Number**		**Adjustment Number**	

Enhancement projects previous awarded are included in this TIP. Future grants will be listed under "Transporation Alternative" (TA) Projects. These can be greenbelts, mobility paths, sidewalks, downtown walkways, and enhancements to transportation facilities

Enhancement grants, which are now identified as Transportation Alternatives grants, are used to develop non-traditoinal travel-ways, including biking and pedestrian walkways. These are included not by specific name, but by category, in the LRTP and compliment other projects found in the Plan

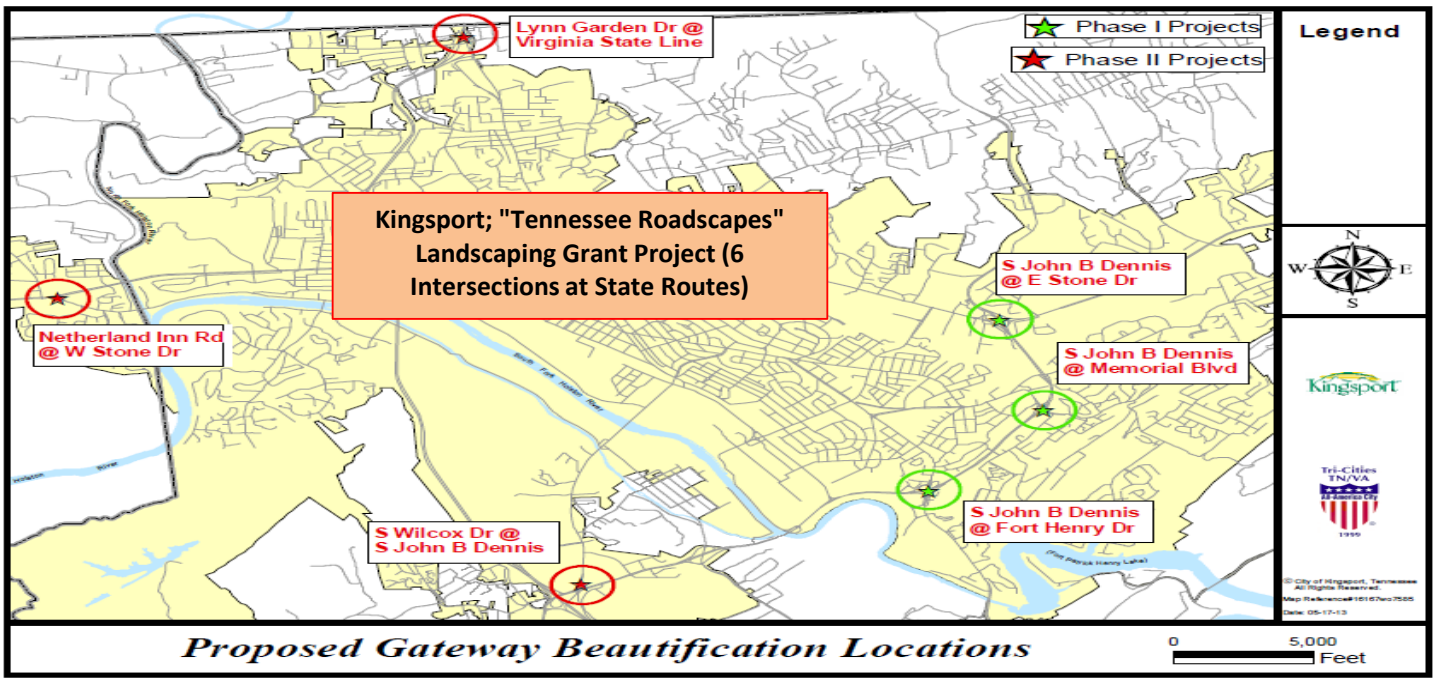


TIP #	RS-1	**TDOT PIN# / VA UPC#**	PIN # 105525.21	**Priority**		**Lead Agency**	Various
County	Sull., Hawk.	**Length**		**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Tennessee Roadscapes Project -- 6 locations within Kingsport					**Total Project Cost**	$80,000
Termini or Intersection	SR 36 at Virginia State Line, SR 93 @ SR 11, SR 93 @ SR 126, SR 93 @SR 36 and Wilcox Drive near SR 93, Netherland Inn Road at SR 1/US 1-W (West Stone Drive)						
Project Description	Plant various landscaping items within the identified locations (including several intersections along State Routes) in order to beautify entranceways into the Kingsport area (TDOT Program through old SAFETEA-LU grant).						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	EN	$80,000	$64,000	$0	$16,000

Remarks	**Amendment Number**		**Adjustment Number**	

Tennessee Roadscapes program is a buy-product of the old Enhancement grant program and is utilized to beautify the major thoroughfares and/or state routes throughout the State of Tennessee. These 6 entranceways to Kingsport were selected and landscaped as par of the LRTP's emphasis on community, context sensitivity, livable streets, and sustainability



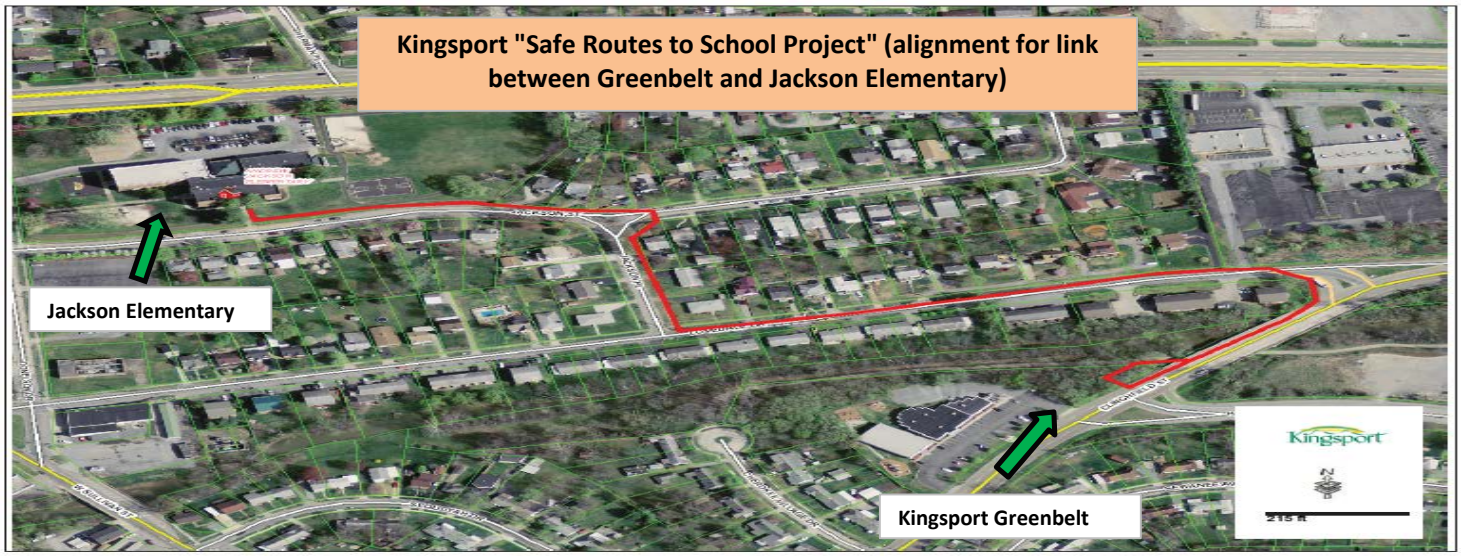
TIP #	TSRTS-1	**TDOT PIN# / VA UPC#**	PIN # 114393.00	**Priority**		**Lead Agency**	Various
County	Sull., Hawk.	**Length**	varies	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Safe Routes to School Project - Jackson Elementary (Kingsport)					**Total Project Cost**	$250,000
Termini or Intersection	Roadway and Greenbelt segments located within the Jackson School project area						
Project Description	Sidewalk improvements around Jackson School area -- leading to campus area from adjacent neighborhoods and also linking to nearby Kingsport Greenbelt.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	SRTS	$250,000	$250,000	$0	$0

Remarks	**Amendment Number**		**Adjustment Number**	

Projects currently being developed includes improved walkways to Kennedy, Roosevelt, and Jackson Elementaries in Kingsport. Kennedy and Roosevelt are in construction phase. Jackson is in planning and design phase.

Safe Routes to School is an area of focus derived in SAFETEA to promote a greater emphasis on walking to school and less on vehicle travel. The LRTP includes a segment on non-traditional and/or multi-modal modes, including pedstrian and bicycle. Safe Routes also promotes community sustainability and livable streets (part of the LRTP)



SECTION D

PUBLIC TRANSIT PROJECTS

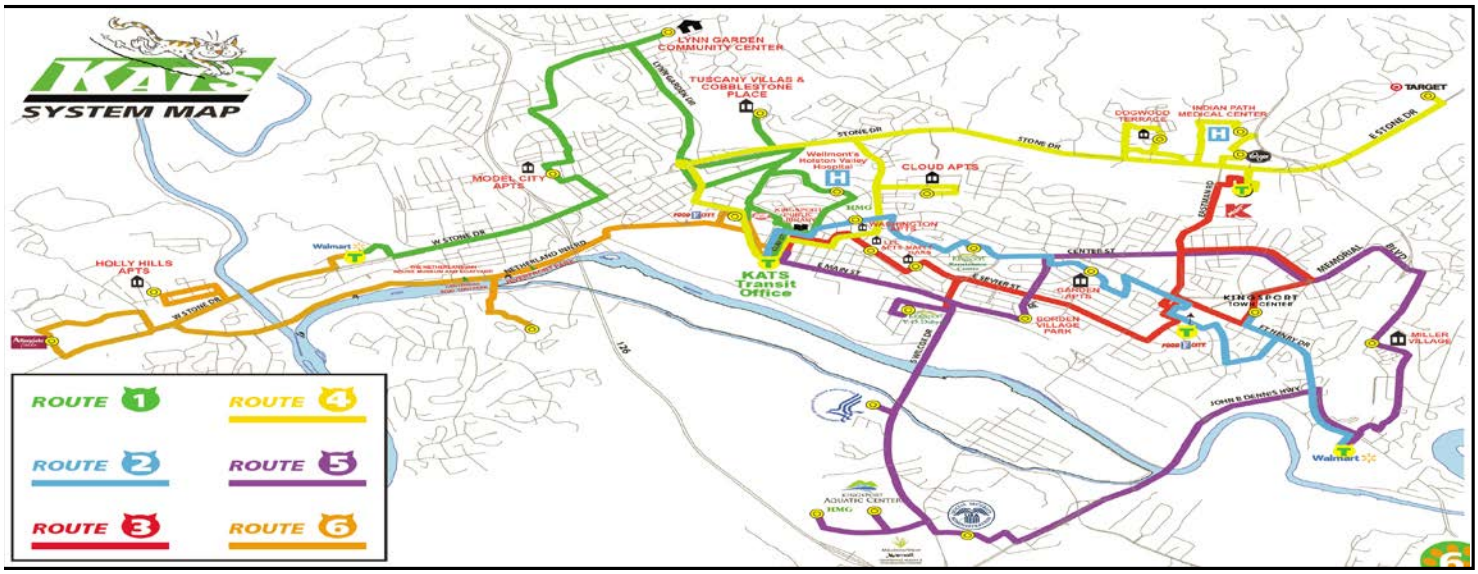
(includes summary page)

TIP #	PT-1	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Operations in					**Total Project Cost**	$7,000,000
Termini or Intersection	Sullivan and Hawkins County						
Project Description	Funds utilized to operate Transit Fixed-route Service and ADA/Paratransit Service.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	Operation	FTA 5307	$1,600,000	$800,000	$400,000	$400,000
FY 15	Operation	FTA 5307	$1,700,000	$850,000	$425,000	$425,000
FY 16	Operation	FTA 5307	$1,800,000	$900,000	$450,000	$450,000
FY 17	Operation	FTA 5307	$1,900,000	$950,000	$475,000	$475,000

Remarks	**Amendment Number**		**Adjustment Number**

Development of area public transit (bus and van) programs and projects is an emphasis area in the LRTP under multi-modal plans and projects. KATS, MEOC, and NETRANS are all planned and function for long-range operations and are part of the LRTP



TIP #	PT-2	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Capital					**Total Project Cost**	$2,600,000
Termini or Intersection	Sullivan and Hawkins County						
Project Description	Funds utilized to purchase and replace transit fleet vehicles, overhaul and rebuild vehicles, maintain fleet vehicles, renovate and maintain transit buildings/facilities/equipment, purchase transit related equipment, software, hardware, crime prevention and security equipment, construction and maintenance of passenger facilities						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY 15	Capital	FTA 5307	$800,000	$640,000	$80,000	$80,000
FY 16	Capital	FTA 5307	$500,000	$400,000	$50,000	$50,000
FY 17	Capital	FTA 5307	$900,000	$720,000	$90,000	$90,000

Remarks **Amendment Number** **Adjustment Number**

Funds utilized to purchase and replace transit fleet vehicles, overhaul and rebuild vehicles, maintain fleet vehicles, renovate and maintain transit buildings/facilities/equipment, purchase transit related equipment/software/hardware, crime prevention and security equipment, construction and maintenance of passenger facilities

Development of area public transit (bus and van) programs and projects is an emphasis area in the LRTP under multi-modal plans and projects. KATS, MEOC, and NETRANS are all planned and function for long-range operations and are part of the LRTP

TIP #	PT-3	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Planning					**Total Project Cost**	$150,000
Termini or Intersection	Sullivan and Hawkins County						
Project Description	Planning, engineering design,evaluation of transit projects, and other technical transportation-related studies						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	Planning	FTA 5307	$50,000	$40,000	$5,000	$5,000
FY 15	Planning	FTA 5307	$50,000	$40,000	$5,000	$5,000
FY 16	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500
FY 17	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500

Remarks **Amendment Number** **Adjustment Number**

Development of area public transit (bus and van) programs and projects is an emphasis area in the LRTP under multi-modal plans and projects. KATS, MEOC, and NETRANS are all planned and function for long-range operations and are part of the LRTP

Table 3

FY2014 through FY2017

Kingsport Area Transit Service Summary

Tennessee

Funding Source/Amount Allocated	**FY2014**	**FY2015**	**FY2016**	**FY2017**
	Available	**Available**	**Available**	**Available**
FTA - 5307-Operating Funds (OP)	$800,000	$850,000	$900,000	$950,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$360,000	$680,000	$420,000	$740,000
State Match Funds (OP)	$400,000	$425,000	$450,000	$475,000
State Match Funds (CAP, PL)	$45,000	$85,000	$52,500	$92,500
Local Match Funds (OP)	$400,000	$425,000	$450,000	$475,000
Local Match Funds (CAP, PL)	$45,000	$85,000	$52,500	$92,500
Total Allocated	**$2,050,000**	**$2,550,000**	**$2,325,000**	**$2,825,000**
Amount Programmed to be Spent	**FY2014**	**FY2015**	**FY2016**	**FY2017**
FTA - 5307-Operating Funds (OP)	$800,000	$850,000	$900,000	$950,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$360,000	$680,000	$420,000	$740,000
State Match Funds (OP)	$400,000	$425,000	$450,000	$475,000
State Match Funds (CAP, PL)	$45,000	$85,000	$52,500	$92,500
Local Match Funds (OP)	$400,000	$425,000	$450,000	$475,000
Local Match Funds (CAP, PL)	$45,000	$85,000	$52,500	$92,500
Total Programmed	**$2,050,000**	**$2,550,000**	**$2,325,000**	**$2,825,000**
Amount Remaining	**FY2014**	**FY2015**	**FY2016**	**FY2017**
FTA - 5307-Operating Funds (OP)	$0	$0	$0	$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$0	$0	$0	$0
State Match Funds (OP)	$0	$0	$0	$0
State Match Funds (CAP, PL)	$0	$0	$0	$0
Local Match Funds (OP)	$0	$0	$0	$0
Local Match Funds (CAP, PL)	$0	$0	$0	$0
Total Remaining	**$0**	**$0**	**$0**	**$0**

SECTION E

TENNESSEE DEPARTMENT OF TRANSPORTATION PROJECTS

TIP #	TN-1	**TDOT PIN# / VA UPC#**	PIN # 114173	**Priority**		**Lead Agency**	TDOT - 82003
County	Sullivan	**Length**	2.7 Miles	**LRTP#**	I-2a	**Conformity Status**	N/A
Route/Project Name	Interstate 81 Truck Climbing Lane					**Total Project Cost**	$29,357,000
Termini or Intersection	Eastbound truck climbing lane at mile marker 60 to Exit 63						
Project Description	Add an eastbound truck climbing lane from mile marker 60 to Exit 63 to improve congestion						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE-D	NHPP	$253,000	$227,700	$25,300	$0
FY 14	ROW	NHPP	$1,000,000	$900,000	$100,000	$0
FY 15	CONST	NHPP	$27,300,000	$24,570,000	$2,730,000	$0
FY 16						
FY 17						

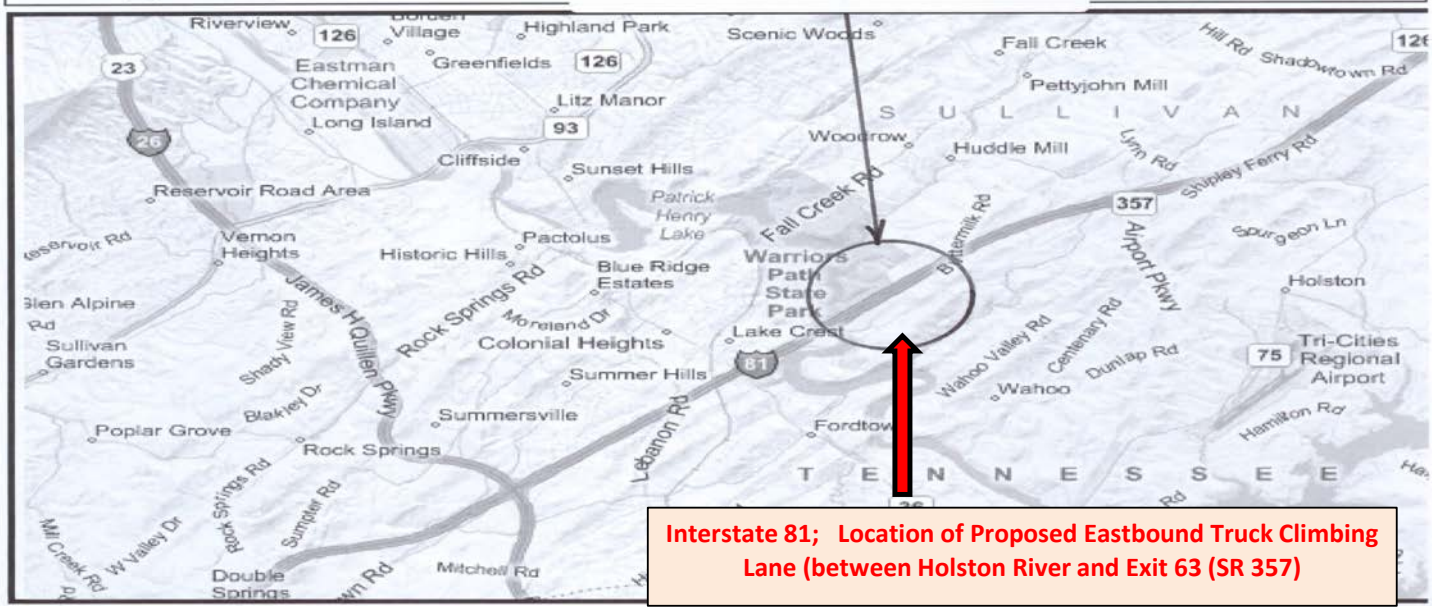
Remarks		**Amendment Number**	
		Adjustment Number	

Funds have already been obligated for this project in FY '14, which includes funding for the NEPA process

The Interstate 81 truck climbing lane between Exits 59 and 63 is part of the area's LRTP under the TSM (traffic systems management) category. The development of improvementd to the intersate system is an important part of maintaining acceptable traffic flow throgh the region.

MAP NO. 82003 SULLIVAN I-81
EASTBOUND TRUCK CLIMBING LANE
AT MILE MARKER 60

Print this page in a more readable format: Click Pr



TENNESSEE DEPARTMENT OF TRANSPORTATION
FY 2014 THRU FY 2017
TRANSPORTATION IMPROVEMENT PROGRAM
TITLE 23 U.S.C., SECTIONS 105 & 135

ADJUSTED PAGE

Adjustment Number: 67

STIP #	1482110	**TDOT PIN**		**LENGTH IN MILES**		**LEAD AGENCY**	TDOT
COUNTY:	SULLIVAN, HAWKINS	**TOTAL PROJECT COST**	$5,800,000	**TIP NO:**	TN-2		
ROUTE:							
TERMINI :	KINGSPORT MPO						
PROJECT DESCRIPTION:	RESURFACING,GUARDRAIL, SLIDE REPAIR, SIGNS, SIGNALS, MARKING, INTERSECTION / INTERCHANGE MODIFICATIONS,SIGHT DISTANCE MODIFICATIONS, NOISE WALLS, WETLAND AND OR STREAM MITIGATION, SAFETY IMPROVEMENTS, BRIDGE REPLACEMENT, REPAIR,						
REMARKS							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CONST	NHPP	5,500,000	4,400,000	1,100,000	
2015	PE, ROW, CONST	NHPP	100,000	80,000	20,000	
2016	PE, ROW, CONST	NHPP	100,000	80,000	20,000	
2017	PE, ROW, CONST	NHPP	100,000	80,000	20,000	

	• Environmental mitigation.	o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21 • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
Grouping Category	**Function of Grouping Activities**	**Allowable Work Types**
National Highway Performance Program (NHPP) Grouping **NHPP;** **TIP# TN-2 Comprehensive**	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and	• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: o Infrastructure-based intelligent transportation systems (ITS) capital improvements o Traffic Management Center (TMC) operations and utilities o Freeway service patrols

	pedestrian improvements, and • Environmental mitigation.	o Traveler information • Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
Grouping Category	**Function of Grouping Activities**	**Allowable Work Types**
Highway Safety Improvement Program (HSIP) Grouping **HSIP;** **TIP# TN-3 Comprehensive**	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education	• Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety

TENNESSEE DEPARTMENT OF TRANSPORTATION
FY 2014 THRU FY 2017
TRANSPORTATION IMPROVEMENT PROGRAM
TITLE 23 U.S.C., SECTIONS 105 & 135

ADJUSTED PAGE

Adjustment Number: 66

STIP #	1482135	**TDOT PIN**		**LENGTH IN MILES**		**LEAD AGENCY**	TDOT
COUNTY:	SULLIVAN, HAWKINS	**TOTAL PROJECT COST**	$8,000,000	**TIP NO:**	TN-3		
ROUTE:							
TERMINI :	KINGSPORT MPO - SAFETY (HIGHWAY HAZARD ELIMINATION)						
PROJECT DESCRIPTION:	ANY STRATEGY, ACTIVITY OR PROJECT ON A PUBLIC ROAD THAT IS CONSISTENT WITH THE STATE STRATEGIC HIGHWAY PLAN(SHSP) AND CORRECTS OR IMPROVES A HAZARDOUS ROAD LOCATION OR FEATURE OR ADDRESSES A HIGHWAY SAFETY PROBLEM. INCLUDING WORKFORCE						
REMARKS							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CONST	HSIP	2,000,000	1,800,000	200,000	
2015	PE, ROW, CONST	HSIP	2,000,000	1,800,000	200,000	
2016	PE, ROW, CONST	HSIP	2,000,000	1,800,000	200,000	
2017	PE, ROW, CONST	HSIP	2,000,000	1,800,000	200,000	

	pedestrian improvements, and • Environmental mitigation.	o Traveler information • Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: o Installation of new or improvement of existing guardrail o Installation of traffic signs and signals/lights o Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
Grouping Category	**Function of Grouping Activities**	**Allowable Work Types**
Highway Safety Improvement Program (HSIP) Grouping **HSIP;** **TIP# TN-3 Comprehensive**	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education	• Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety

	activities. Eligibility of specific projects, strategies, and activities is generally based on: • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the U.S. Code, and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.	• Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones • Construction and operational improvements on high risk rural roads • Geometric improvements to a road for safety purposes that improve safety • Road safety audits • Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers Pedestrians" (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Workforce development, training, and education activities

Grouping Category	Function of Grouping Activities	Allowable Work Types

Highway Safety Improvement Program (HSIP) Grouping
 	
TIP# TN-3 Comprehensive
	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.
	
	Eligibility of specific projects, strategies, and activities is generally based on:
	
	• Consistency with SHSP,
	
	• Crash experience, crash potential, or other data-supported means,
	
	• Compliance with the requirements of Title 23 of the U.S. Code, and
	
	• State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.
		• Intersection safety improvements
		• Pavement and shoulder widening (including a passing lane to remedy an unsafe condition)
		• Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians
		• Installation of skid-resistant surface at intersections or locations with high crash frequencies
		• Improvements for pedestrian or bicyclist safety
		• Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices
		• The conduct of a model traffic enforcement activity at a railway-highway crossing
		• Construction of a traffic calming feature
		• Elimination of a roadside hazard
		• Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity that addresses a highway safety problem consistent with the SHSP
		• Installation of emergency vehicle priority control systems at signalized intersections
		• Installation of traffic control or other warning devices at locations with high crash potential
		• Transportation safety planning
		• Collection, analysis, and improvement of safety data
		• Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety
		• Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators
		• The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife
		• Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones
		• Construction and operational improvements on high risk rural roads
		• Geometric improvements to a road for safety purposes that improve safety
		• Road safety audits
		• Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103)
		• Truck parking facilities eligible for funding under Section 1401 of MAP-21
		• Systemic safety improvements
		• Workforce development, training, and education activities
		• Projects authorized from this grouping may be authorized with a different Federal percentage than shown in the grid based on one or more of the following:
		  ○ 90% for certain Interstate projects under 23 U.S.C. 120(a);
		  ○ 100% for certain safety items under 23 U.S.C. 120(c); or
		  ○ 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

TENNESSEE DEPARTMENT OF TRANSPORTATION
FY 2014 THRU FY 2017
TRANSPORTATION IMPROVEMENT PROGRAM
TITLE 23 U.S.C., SECTIONS 105 & 135

ADJUSTED PAGE

Adjustment Number: 52

STIP #	1482115	**TDOT PIN**		**LENGTH IN MILES**		**LEAD AGENCY**	TDOT
COUNTY:	SULLIVAN, HAWKINS			**TOTAL PROJECT COST**	$2,400,000	**TIP NO:**	TN-4
ROUTE:							
TERMINI :	KINGSPORT MPO						
PROJECT DESCRIPTION:	RESURFACING,GUARDRAIL, SLIDE REPAIR, SIGNS, SIGNALS, MARKING, INTERSECTION / INTERCHANGE MODIFICATIONS,SIGHT DISTANCE MODIFICATIONS, NOISE WALLS, WETLAND AND OR STREAM MITIGATION, SAFETY IMPROVEMENTS, BRIDGE REPLACEMENT, REPAIR,						
REMARKS							

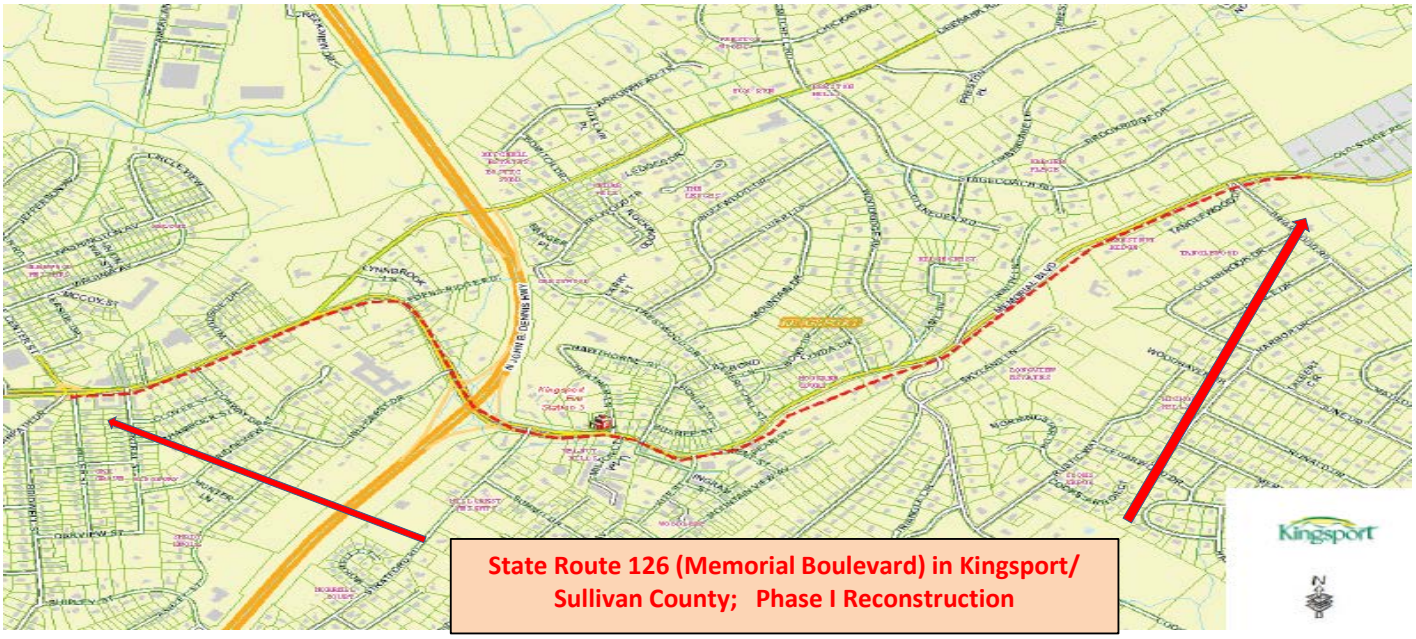
FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CONST	STP	2,300,000	1,840,000	460,000	
2015	PE, ROW, CONST	STP	100,000	80,000	20,000	
2016	PE, ROW, CONST	STP	100,000	80,000	20,000	
2017	PE, ROW, CONST	STP	100,000	80,000	20,000	

TIP #	TN-5	**TDOT PIN# / VA UPC#**	PIN # 105467.01	**Priority**		**Lead Agency**	TDOT - 82020
County	Sullivan	**Length**	4.1 Miles	**LRTP#**	MNA-20a	**Conformity Status**	N/A
Route/Project Name	SR-126 (Memorial Blvd) - Phase I					**Total Project Cost**	$40,000,000
Termini or Intersection	From East Center Street in Kingsport to Cook's Valley Road						
Project Description	Widen the section from Center Street to Hawthorne Street to 4 lanes (gras median). Widen from Hawthorne Street to Harbor Chapel Road from 2 to 5 lanes (center turning). Widen the section from Harbor Chapel to Old Stage Road from 3 ot 4 lanes (grass or paved median) and Widen the section from Old Stage Road to Cook's Valley Road from 2 to 3 lanes.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE-D	S-STP	$1,000,000	$800,000	$200,000	$0
FY 15						
FY 16	ROW	S-STP	$6,000,000	$4,800,000	$1,200,000	$0
FY 17						

Remarks	**Amendment Number**		**Adjustment Number**

Phase I project - East Center Street to East of Cook's Valley Road.
Note: The previously obigated funds listed in FY 14 include funding for the NEPA process

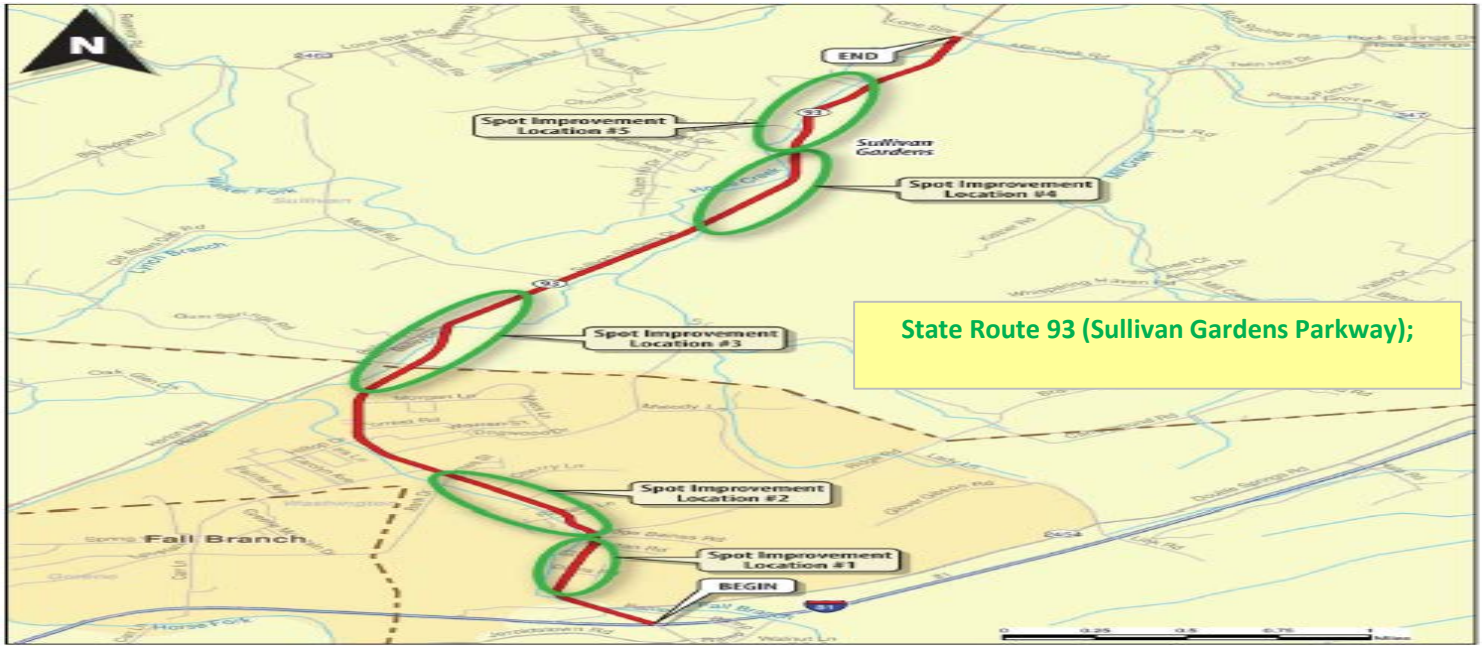


TIP #	TN-6	**TDOT PIN# / VA UPC#**	PIN # 112834	**Priority**		**Lead Agency**	TDOT - 82015
County	Sull. & Wash.	**Length**	4.51 Miles	**LRTP#**	PA-8a & PA-8b	**Conformity Status**	N/A
Route/Project Name	SR-93 (Sullivan Gardens Pkwy)					**Total Project Cost**	$14,600,000
Termini or Intersection	From I-81 to SR-347 (TPR Option 5, Spot Improvements)						
Project Description	Spot improvements for three separate segments along the corridor. This includes straightening curves, widening shoulders and clear zones, adding guard rail, correcting site distance problems, and improving geometry						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE-D	S-STP	$500,000	$400,000	$100,000	$0
FY 14	ROW	S-STP	$3,200,000	$2,560,000	$640,000	$0
FY 15						
FY 16						
FY 17						

Remarks	**Amendment Number**		**Adjustment Number**

Note: The previously obigated funds listed in FY 14 include funding for the NEPA process

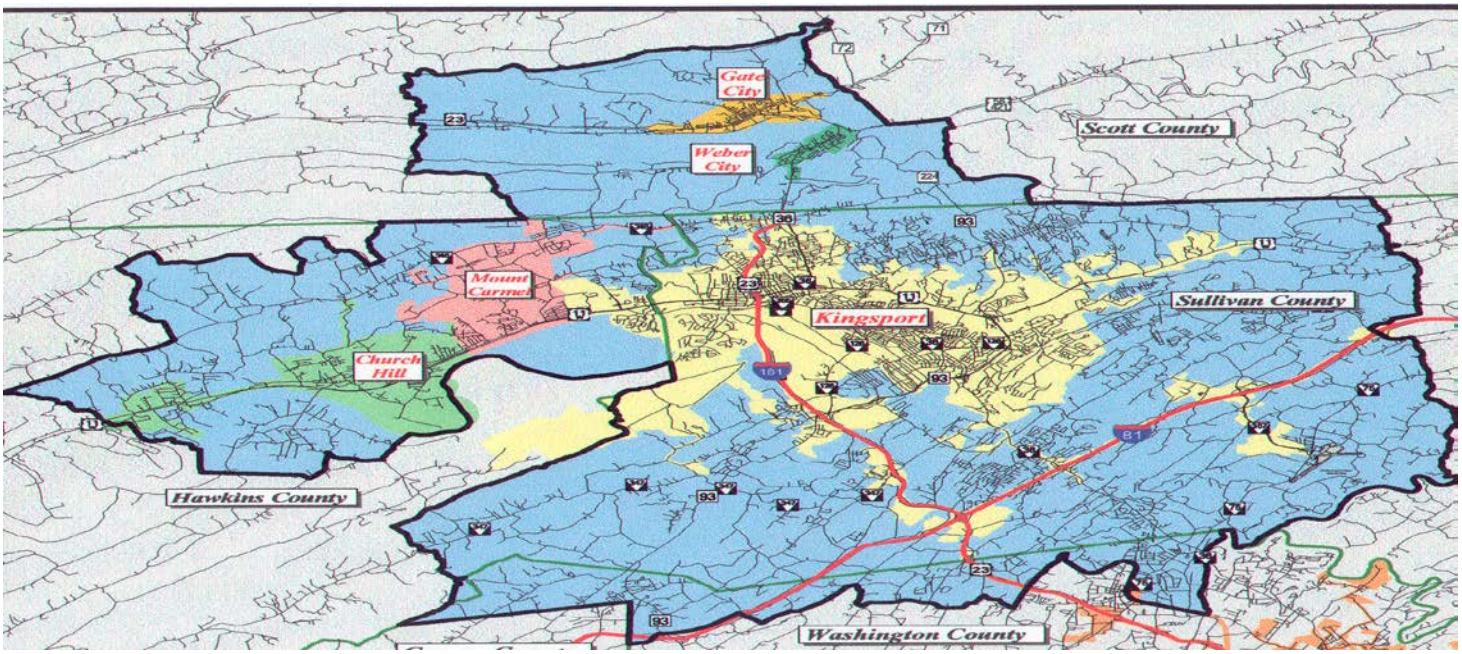


TIP #	TN-7	**TDOT PIN# / VA UPC#**		**Priority**		**Lead Agency**	TDOT - 82130
County	Sull. & Wash.	**Length**	NA	**LRTP#**	Consistent with LRTP	**Conformity Status**	N/A
Route/Project Name	Kingsport MPO - Spot Safety Improvement Program					**Total Project Cost**	$260,000
Termini or Intersection	Kingsport MPO Area						
Project Description	Spot safety improvements, such as signalization, intersection modifications, sight distance modifications, adding turn lanes, school flashing signals, flashing beacons, acquisition of land, railroad grade crossing improvements, etc.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	C	S-STP	$260,000	$208,000	$52,000	$0
FY 15						
FY 16						
FY 17						

Remarks	**Amendment Number**		**Adjustment Number**	

Note: The previously obigated funds listed in FY 14 include funding for the NEPA process



SECTION F

SUMMARY – TENNESSEE HIGHWAY PROJECTS

Table 1

2014 - 2017 Local STP Summary Table

NOTE: carryover balance + annual allocations equal "reasonable available revenues"

FY 2014		
Carryover Balance		$1,746,545
FY 2014 Allocation	+	$1,280,000
Available to Spend	=	$3,026,545
Projects Programmed	-	$2,156,592
Remaining	=	$869,953

FY 2015		
Carryover Balance		$869,953
FY 2015 Allocation	+	$1,280,000
Available to Spend	=	$2,149,953
Projects Programmed	-	$800,000
Remaining	=	$1,349,953

FY 2016		
Carryover Balance		$1,349,953
FY 2016 Allocation	+	$1,280,000
Available to Spend	=	$2,629,953
Projects Programmed	-	$1,140,000
Remaining	=	$1,489,953

FY 2017		
Carryover Balance		$1,489,953
FY 2017 Allocation	+	$1,280,000
Available to Spend	=	$2,769,953
Projects Programmed	-	$2,740,000
Remaining	=	$29,953

Table 2

Revised 4/2/14 STP 4&5 Adjustments

Kingsport MTPO 2014 - 2017 TIP Highway Funding Summary

Tennessee Highway Totals for FY 14

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
APD	$0	$0	$0	$0	$0
HPP	$0	$0	$0	$0	$0
HSIP	$2,000,000	$1,800,000	$200,000	$0	$0
NHPP	$1,353,000	$1,207,700	$145,300	$0	$0
S-STP (State)	$5,060,000	$4,048,000	$1,012,000	$0	$0
L-STP (Local)*	$2,695,740	$2,321,592	$240,200	$133,948	$0
TA - SRTS	$250,000	$250,000	$0	$0	$0
TA - Gen	$0	$0	$0	$0	$0
EN	$1,292,577	$906,577	$0	$386,000	$0
O & M (State)	$13,168,000	$0	$13,168,000	$0	$0
O & M (Local)	$3,800,000	$0	$0	$3,800,000	$0
Totals:	**$29,619,317**	**$10,533,869**	**$14,765,500**	**$4,319,948**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 15

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
APD	$0	$0	$0	$0	0
HPP	$0	$0	$0	$0	$0
HSIP	$2,000,000	$1,800,000	$200,000	$0	$0
NHPP	$27,400,000	$24,650,000	$2,750,000	$0	$0
S-STP (State)	$100,000	$80,000	$20,000	$0	$0
L-STP (Local)*	$975,000	$800,000	$0	$175,000	$0
TA - SRTS	$0	$0	$0	$0	$0
TA - Gen	$0	$0	$0	$0	$0
O & M (State)	$13,564,000	$0	$13,564,000	$0	$0
O & M (Local)	$3,840,000	$0	$0	$3,840,000	$0
Totals:	**$47,879,000**	**$27,330,000**	**$16,534,000**	**$4,015,000**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 16

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
APD	$0	$0	$0	$0	$0
HPP	$0	$0	$0	$0	$0
HSIP	$2,000,000	$1,800,000	$200,000	$0	$0
NHPP	$100,000	$80,000	$20,000	$0	$0
S-STP (State)	$6,100,000	$4,880,000	$1,220,000	$0	$0
L-STP (Local)*	$1,400,000	$1,140,000	$0	$260,000	$0
TA - SRTS	$0	$0	$0	$0	$0
TA - Gen	$0	$0		$0	$0
O & M (State)	$13,970,000	$0	$13,970,000	$0	$0
O & M (Local)	$3,880,000	$0	$0	$3,880,000	$0
Totals:	**$27,450,000**	**$7,900,000**	**$15,410,000**	**$4,140,000**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 17

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
APD	$0	$0	$0	$0	$0
HPP	$0	$0	$0	$0	$0
HSIP	$2,000,000	$1,800,000	$200,000	$0	$0
NHPP	$100,000	$80,000	$20,000	$0	$0
S-STP (State)	$100,000	$80,000	$20,000	$0	$0
L-STP (Local)*	$3,400,000	$2,740,000	$0	$660,000	$0
TA - SRTS	$0	$0	$0	$0	$0
TA - Gen	$0	$0	$0	$0	$0
O & M (State)	$14,390,000	$0	$14,390,000	$0	$0
O & M (Local)	$3,940,000	$0	$0	$3,940,000	$0
Totals:	**$23,930,000**	**$4,700,000**	**$14,630,000**	**$4,600,000**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

** suplus or deficit represents the MPO's objective to maintain fiscal constraints for projects and funding designated within the Kingsport MPO area

SECTION G

VIRGINIA HIGHWAY PROJECTS

Virginia # 1

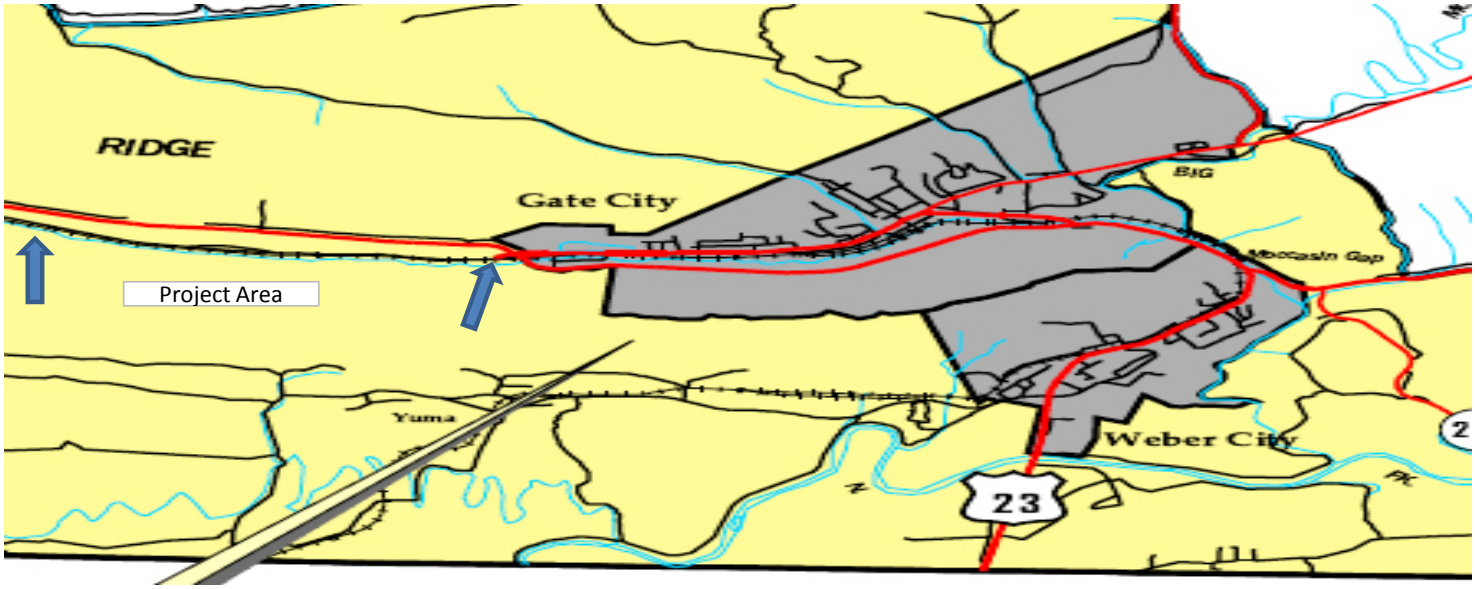
TIP #	VA-1	**TDOT PIN# / VA UPC#**	T13866	**Priority**	RD-1	**Lead Agency**	VDOT
County	Scott	**Length**	7.1 mi.	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	U.S. 23 - Safety					**Total Project Cost**	$160,000
Termini or Intersection	U.S. 23 from intersection of Business U.S. 23 east of Gate City to intersection with State Route 629						
Project Description	pavement of shoulders and addition of rumble strips						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14			$0	$0	$0	$0
FY 15	PE, CONST	HSIP	$160,000	$144,000	$16,000	$0
FY 16			$0	$0	$0	$0
FY 17			$0	$0	$0	$0
FY 18			$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

A portion of this project is in the MPO Area and a portion is located outside (westward near SR 629)

* Consistency with Kingsport MTPO Long-Range Plan; U.S. 23 is the primary corridor for traffic in and out of Virginia from Tennessee and the Kingsport area. Maintaining this corridor is important for long-range functionality



Virginia #2

TIP #	VA-2	**TDOT PIN# / VA UPC#**	86598.00	**Priority**	RD-2	**Lead Agency**	VDOT
County	Scott	**Length**	0.2 mi.	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	Construct New Bridge over N. Fork Holston River--U.S. 23 S-bound Lane and N-bound Lane					**Total Project Cost**	$11,774,000
Termini or Intersection	Va Structure 1003/1108 at Weber City Virginia City Limit over North Fork - Holston River						
Project Description	replace current bridge with new bridge(s) -- phased approach to maintain traffic flow						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE	NHPP	$600,000	$480,000	$120,000	$0
FY 15	ROW	NHPP	$60,000	$48,000	$12,000	$0
FY 15	CONST	NHPP	$2,500,000	$2,000,000	$500,000	$0
FY 16	CONST	NHPP	$2,392,000	$1,914,000	$478,000	$0
FY 17	CONST	NHPP	$869,000	$695,000	$174,000	$0
FY 18	CONST	NHPP	$821,000	$657,000	$164,000	$0

Remarks **Amendment Number** **Adjustment Number**

* Consistency with Kingsport MTPO Long-Range Plan; U.S. 23 is the primary corridor for traffic in and out of Virginia from Tennessee and the Kingsport area. Maintaining this corridor, including bridge replacement, is ciritically important for long-range use

Amendment 1 4/17/14

Virginia # 3

UPC NO		17747	SCOPE	New Construction Roadway		
SYSTEM		Primary	JURISDICTION	Scott County	OVERSIGHT	NFO
PROJECT		RTE 58 - CONSTRUCTION INTERCHANGE - PE & RW ONLY			ADMIN BY	VDOT
DESCRIPTION		FROM: 0.486 KILOMETER WEST ECL WEBER CITY TO: 0.491 KILOMETER EAST ECL WEBER CITY (0.9800 KM)				
PROGRAM NOTE		All funding obligated based on current allocations/estimate				
ROUTE/STREET		0058			TOTAL COST	$9,645,510
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Other	$0	$1,491,470	$0	$0	$0
RW	Other	$0	$8,154,040	$0	$0	$0
MPO Note						

AMENDMENT 1 4.17.14

Virginia # 4

UPC NO		12764	SCOPE	New Construction Roadway		
SYSTEM		Primary	JURISDICTION	Scott County	OVERSIGHT	NFO
PROJECT		RTE 72 - CONSTRUCT 2 LANES ON NEW LOCATION - PE & RW ONLY			ADMIN BY	VDOT
DESCRIPTION		FROM: 0.394 KILOMETER SOUTH ECL WEBER CITY TO: 0.120 KILOMETER NORTH ROUTE 71 (3.0900 KM)				
PROGRAM NOTE		All federal funds obligated based on current estimate/allocations				
ROUTE/STREET		0072			TOTAL COST	$14,032,200
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal - STP/F	$19,598	$78,392	$0	$0	$0
PE AC	Federal - AC	$920,002	$3,680,008	$0	$0	$0
RW AC	Federal - AC	$38,220	$152,880	$0	$0	$0
MPO Note						

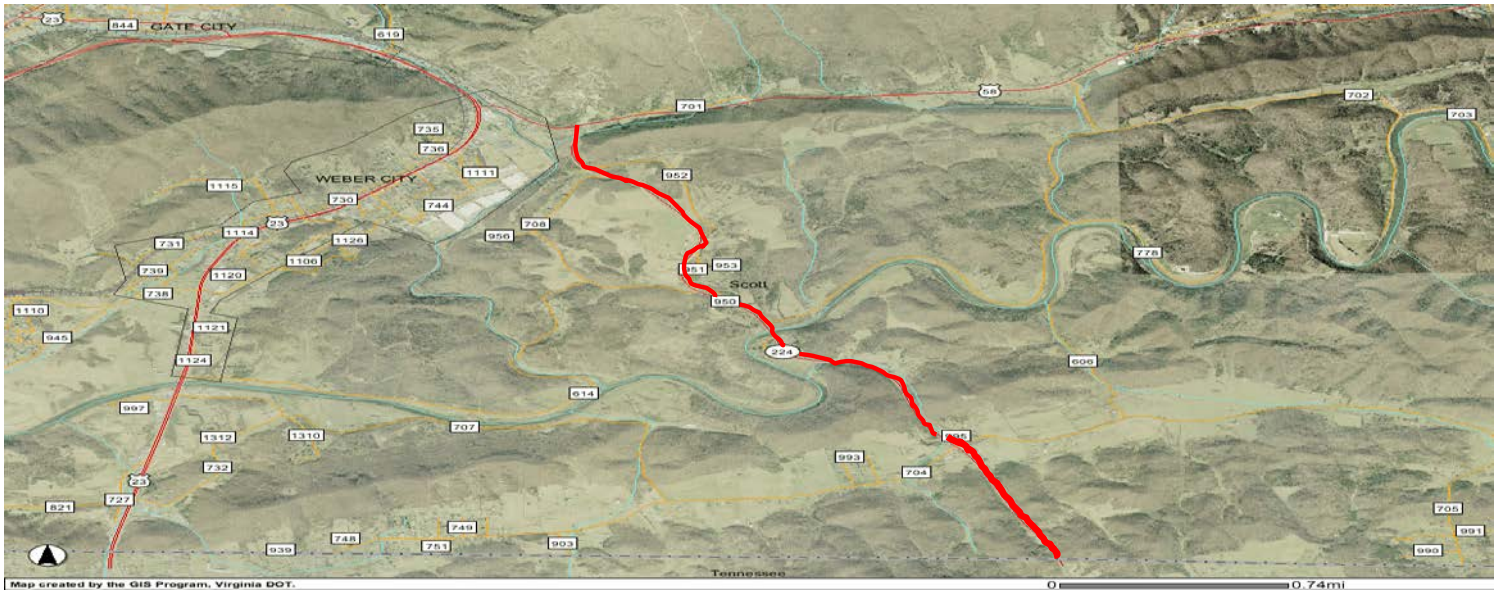
Virginia # 5

TIP #	VA-5	**TDOT PIN# / VA UPC#**	T13863	**Priority**	RD-5	**Lead Agency**	VDOT
County	Scott	**Length**	3.3 mi.	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	State Route 224 (Wadlow Gap Road) Safety Improvements					**Total Project Cost**	$4,372,000
Termini or Intersection	From Intersection of U.S. 58 with SR 224 to Tennessee State Line						
Project Description	Install various safety features, including paved shoulders, guardrails, and rumble strips along areas of need - between intersection with U.S. 58 and Tennessee State Line.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE	HSIP	$515,000	$463,500	$51,500	$0
FY 14	ROW	HSIP	$10,000	$9,000	$1,000	$0
FY 14	CONST	HSIP	$2,375,000	$2,137,500	$237,500	$0
FY 15	CONST	HSIP	$1,472,000	$1,324,800	$147,200	$0
FY 17	CONST	HSIP	$0	$0	$0	$0
FY 18	CONST	HSIP	$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

* Consistency with Kingsport MTPO Long-Range Plan; SR 224 (Wadlow Gap Road) is the second most important high traffic volume route from Virginia in to Tennessee. Maintaining this roadway and adding safety features reinforce the long-range goals found within the LRTP (Safety and Traffic Flow).



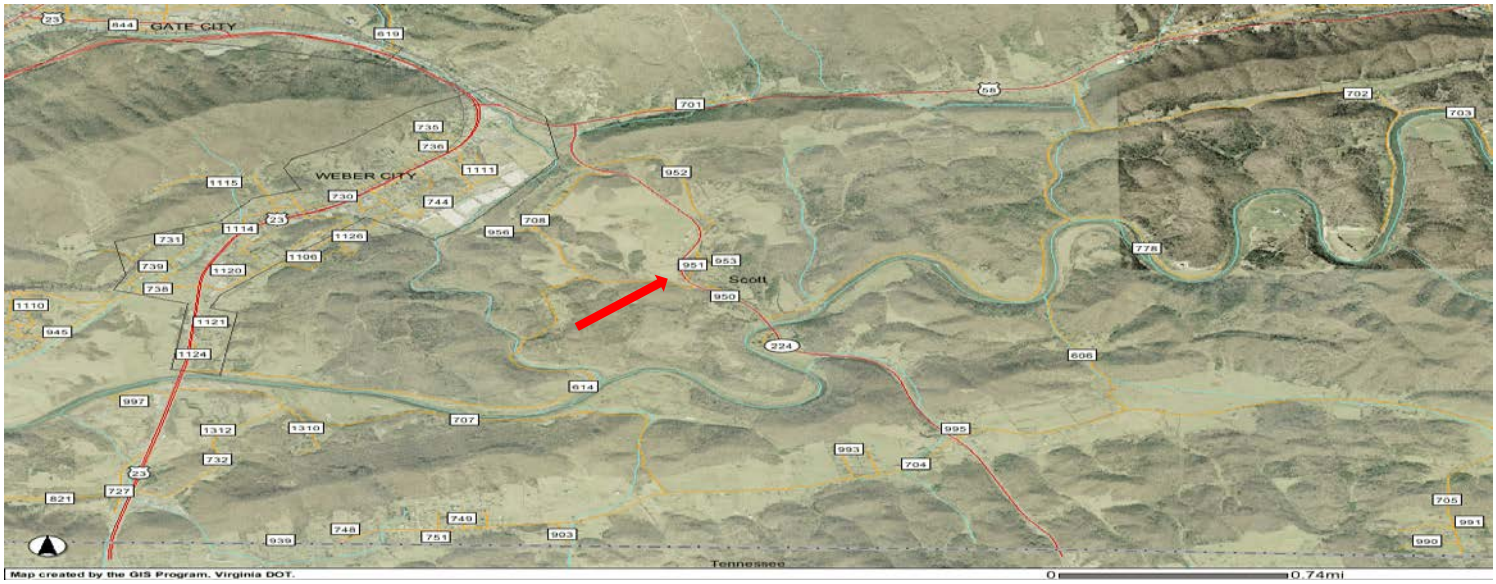
Virginia # 6

TIP #	VA-6	**TDOT PIN# / VA UPC#**	104189.00	**Priority**	RD-6	**Lead Agency**	VDOT
County	Scott	**Length**	0.5 mi.	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	State Route 224 (Wadlow Gap Road); Phase 2 (Remove Curve)					**Total Project Cost**	$6,650,000
Termini or Intersection	From 0.50 miles north of instersection with SR 704 to bridge over North Fork of Holston River						
Project Description	correct geometry of curve located near Holston River bridge by increasing the radii (soften curve)						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE	HSIP	$325,000	$292,500	$32,500	$0
FY 15	ROW	HSIP	$325,000	$292,500	$32,500	$0
FY 16	CONST	HSIP	$1,000,000	$900,000	$100,000	$0
FY 17	CONST	HSIP	$1,000,000	$900,000	$100,000	$0
FY 18	CONST	HSIP	$2,000,000	$1,800,000	$200,000	$0
FY 19	CONST	HSIP	$2,000,000	$1,800,000	$200,000	$0

Remarks **Amendment Number** **Adjustment Number**

* Consistency with Kingsport MTPO Long-Range Plan; SR 224 (Wadlow Gap Road) is the second most important high traffic volume route from Virginia in to Tennessee. Maintaining this roadway and adding safety features reinforce the long-range goals found within the LRTP (Safety and Traffic Flow).



Virginia # 7

TIP #	VA-7	**TDOT PIN# / VA UPC#**	293.00	**Priority**	RD-7	**Lead Agency**	VDOT
County	Scott	**Length**	0.5 mi.	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	State Route 614 (Yuma Road) Reconstruction - Phase 2					**Total Project Cost**	$5,094,000
Termini or Intersection	from 0.05 miles west of intersection with SR 713 to 0.03 miles East of SR 867-West						
Project Description	Reconstruct section of SR 614 / Yuma Road; includes widening travel lanes and shoulders, adding turn lanes, curb and gutter, softening curves						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE	S-STP	$437,000	$350,000	$87,000	$0
FY 15	ROW	S-STP	$681,000	$545,000	$136,000	$0
FY 16	CONST	S-STP	$625,000	$500,000	$125,000	$0
FY 17	CONST	S-STP	$625,000	$500,000	$125,000	$0
FY 18	CONST	S-STP	$501,000	$401,000	$100,000	$0
FY 19	CONST	S-STP	$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

* Consitency with the Long-Range Plan; Yuma Road is the only signifcant east-west corridor in the MPO area of Scott County and carries traffic from Weber City and Gate Cdity in to points west, including Kingsort, Mt. Carmel, and Church Hill in Tennessee. It is a vital route and improvements are recommended by name in the LRTP

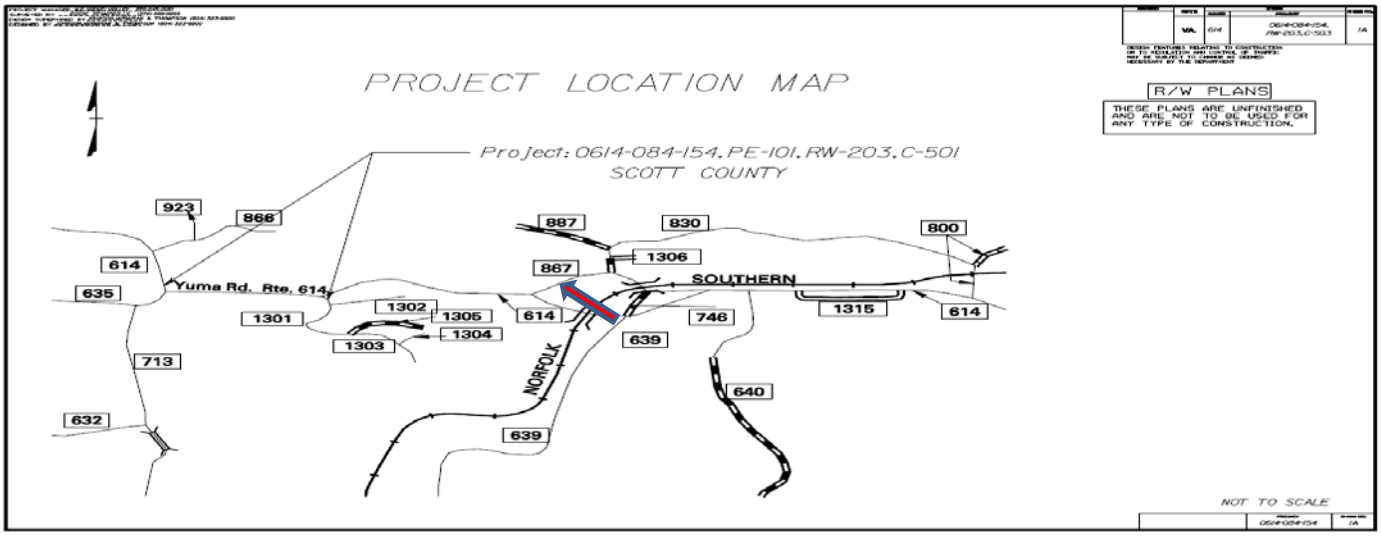


TABLE C : Kingsport MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR

AMENDMENT 1

Highway Projects
FFY 2015 - 2018

Fund Source	FFY 2015		FFY 2016		FFY 2017		FFY 2018		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR/BROS	$3,611,723	$3,611,723	$0	$0	$737,640	$737,640	$443,374	$443,374	$4,792,737	$4,792,737
NHPP	$3,500,000	$3,500,000	$2,392,288	$2,392,288	$791,944	$791,944	$0	$0	$6,684,232	$6,684,232
STP	$759,257	$759,257	$1,625,000	$1,625,000	$1,625,000	$1,625,000	$2,501,304	$2,501,304	$6,510,561	$6,510,561
Subtotal -- Federal	**$7,870,980**	**$7,870,980**	**$4,017,288**	**$4,017,288**	**$3,154,584**	**$3,154,584**	**$2,944,678**	**$2,944,678**	**$17,987,530**	**$17,987,530**
Other										
Non-Federal	$9,645,510	$9,645,510	$0	$0	$0	$0	$0	$0	$9,645,510	$9,645,510
State Match	$922,529	$922,529	$0	$0	$28	$28	$0	$0	$922,557	$922,557
Subtotal -- Other	**$10,568,039**	**$10,568,039**	**$0**	**$0**	**$28**	**$28**	**$0**	**$0**	**$10,568,067**	**$10,568,067**
Total	**$18,439,019**	**$18,439,019**	**$4,017,288**	**$4,017,288**	**$3,154,612**	**$3,154,612**	**$2,944,678**	**$2,944,678**	**$28,555,597**	**$28,555,597**
Multiple MPOs - Federal (3)										
ARRA	($713)	($713)	$0	$0	$0	$0	$0	$0	($713)	($713)
Subtotal -- Multiple MPOs - Federal (3)	**($713)**	**($713)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($713)**	**($713)**
Maintenance - Federal (5)										
BR/BROS	$1,202,218	$1,202,218	$1,230,454	$1,230,454	$1,258,691	$1,258,691	$1,258,691	$1,258,691	$4,950,054	$4,950,054
STP	$7,279,867	$7,279,867	$6,835,089	$6,835,089	$5,707,153	$5,707,153	$6,421,535	$6,421,535	$26,243,644	$26,243,644
Subtotal -- Maintenance - Federal (5)	**$8,482,085**	**$8,482,085**	**$8,065,543**	**$8,065,543**	**$6,965,844**	**$6,965,844**	**$7,680,226**	**$7,680,226**	**$31,193,698**	**$31,193,698**

(1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.

(2) CMAQ/RSTP includes funds for TRANSIT projects.

(3) Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.

(4) Statewide Category - Funding to be obligated Statewide for projects as identified.

(5) Maintenance Projects - Funding to be obligated for maintenance projects as identified.

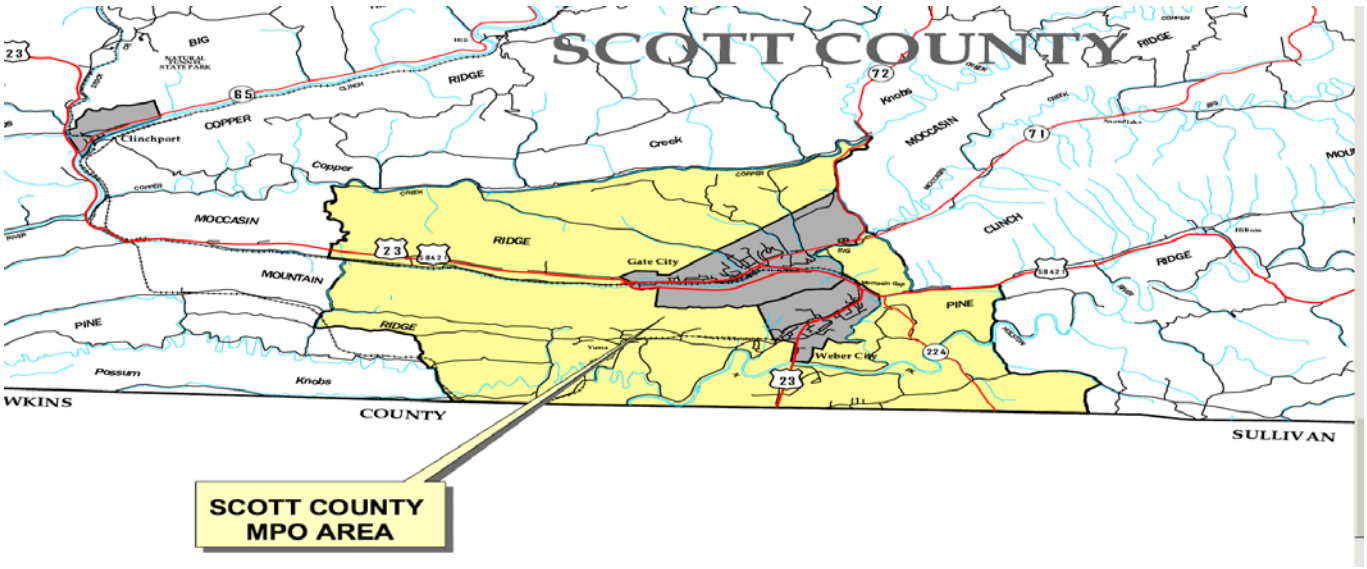
Virginia Grouping #1

TIP #	VA-Grouping BRR	**TDOT PIN# / VA UPC#**	Bridge Rehab	**Priority**	GP-1	**Lead Agency**	VDOT
County	Scott	**Length**	NA	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	Virginia Groupings -- Bridge Rehabilitation/Replacement/Reocnstruction					**Total Project Cost**	$13,371,503
Termini or Intersection	Various Locations in Scott County						
Project Description	Group Proejcts - Pertaining to Bridge Rehab, Replacement, Reconstruciton in various locations						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	S-STP	$13,371,503	$10,697,202	$2,674,301	$0
FY 15			$0	$0	$0	$0
FY 16			$0	$0	$0	$0
FY 17			$0	$0	$0	$0
FY 18			$0	$0	$0	$0
FY 19			$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

* Consistency with the Long-Range Plan; Yuma Road is the only signifcant east-west corridor in the MPO area of Scott County and carries traffic from Weber City and Gate City in to points west, including Kingsort, Mt. Carmel, and Church Hill in Tennessee. It is a vital route and improvements are recommended by name in the LRTP



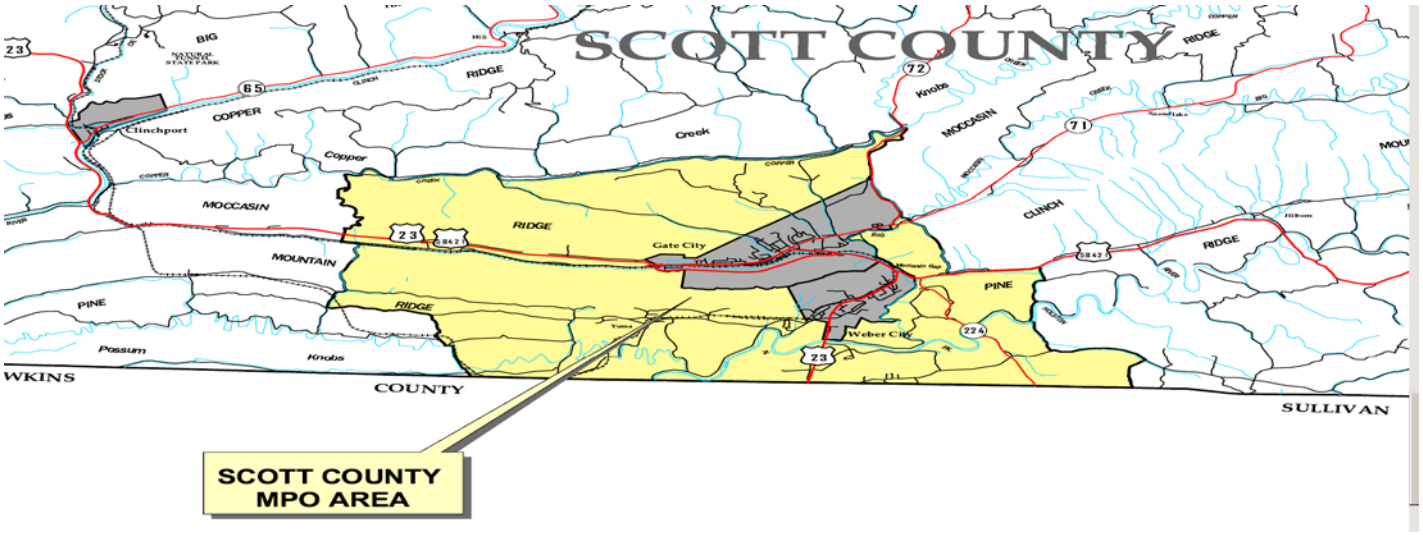
Virginia Grouping #2

TIP #	VA-Grouping Rail	**TDOT PIN# / VA UPC#**	Railroad Crossings	**Priority**	GP-2	**Lead Agency**	VDOT
County	Scott	**Length**	NA	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	Virginia Groupings -- Railroad Crossing Safety Improvements					**Total Project Cost**	$307,096
Termini or Intersection	Various Locations in Scott County						
Project Description	Group Projects for Railroad Improvements - specifically Railroad Crossing Safety Features in various locations, i.e. flashing lights, gates, etc.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	FR	$307,096	$307,096	$0	$0
FY 15			$0	$0	$0	$0
FY 16			$0	$0	$0	$0
FY 17			$0	$0	$0	$0
FY 18			$0	$0	$0	$0
FY 19			$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

* Consitency with the Long-Range Plan; the number one priority for system improvements in the LRTP is "Safety". Railroad safety, specifically at crossings, is a very important part of maintaining the goal of safety for the MPO region.

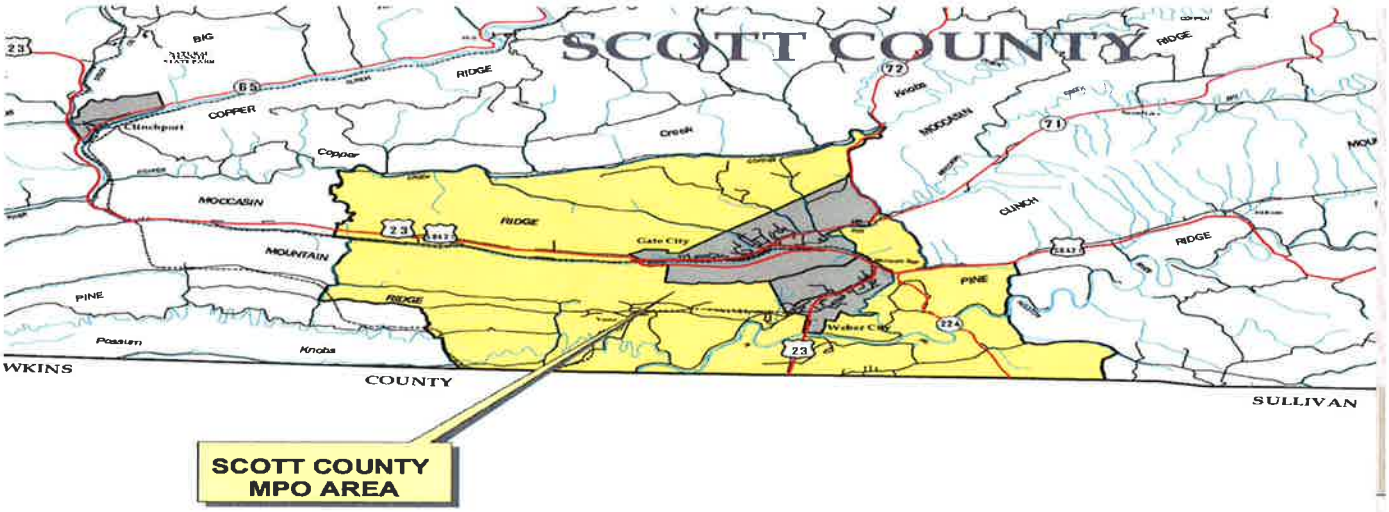


Virginia Grouping #3

AMENDMENT 1 4.17.14

See Appendix A for Project Details

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	$12,049,302
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
RW	Federal - HSIP	$0	$0	$1,000,000	$1,000,000	$0
	Federal - STP/F	$0	$596,417	$0	$0	$0
RW TOTAL		$0	$596,417	$1,000,000	$1,000,000	$0
CN	Federal - HSIP	$0	$0	$0	$0	$2,000,000
	Federal - STP/F	$0	$84,448	$625,000	$625,000	$501,304
CN TOTAL		$0	$84,448	$625,000	$625,000	$2,501,304
CN AC	Federal - AC	$137,167	$548,667	$0	$0	$2,000,000
MPO Note						

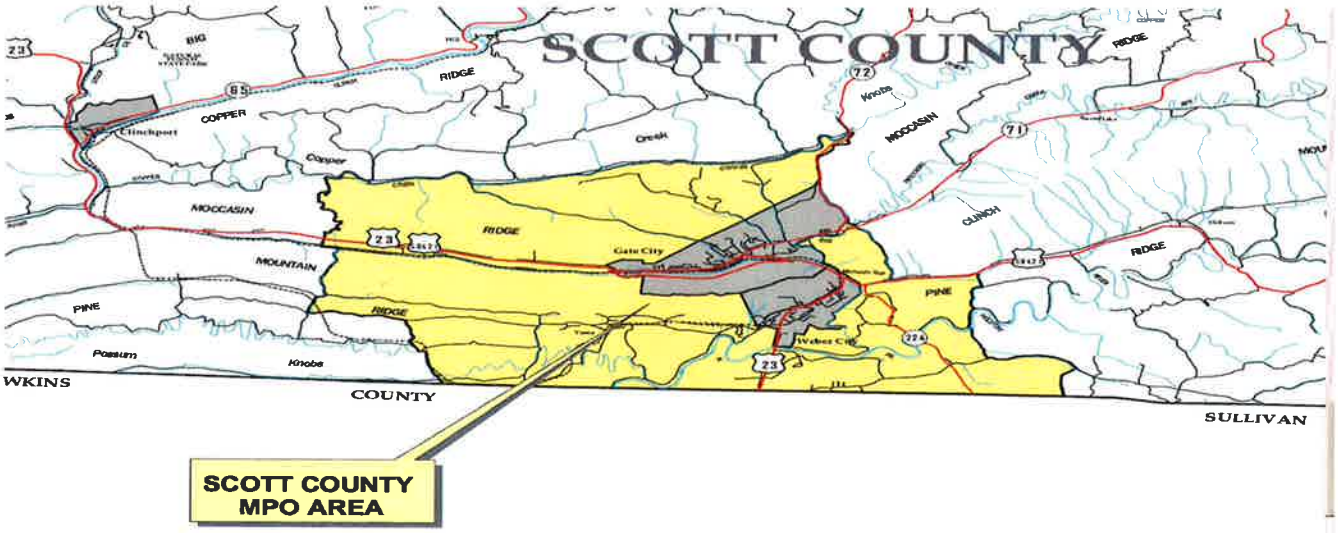


Virginia Grouping #4

See Appendix A for Project Details

AMENDMENT 1 4.17.14

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	$403,750
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE AC	Federal - AC	($116,482)	($465,928)	$0	$0	$0
CN AC	Federal - AC	$116,482	$465,929	$0	$0	$0
MPO Note						

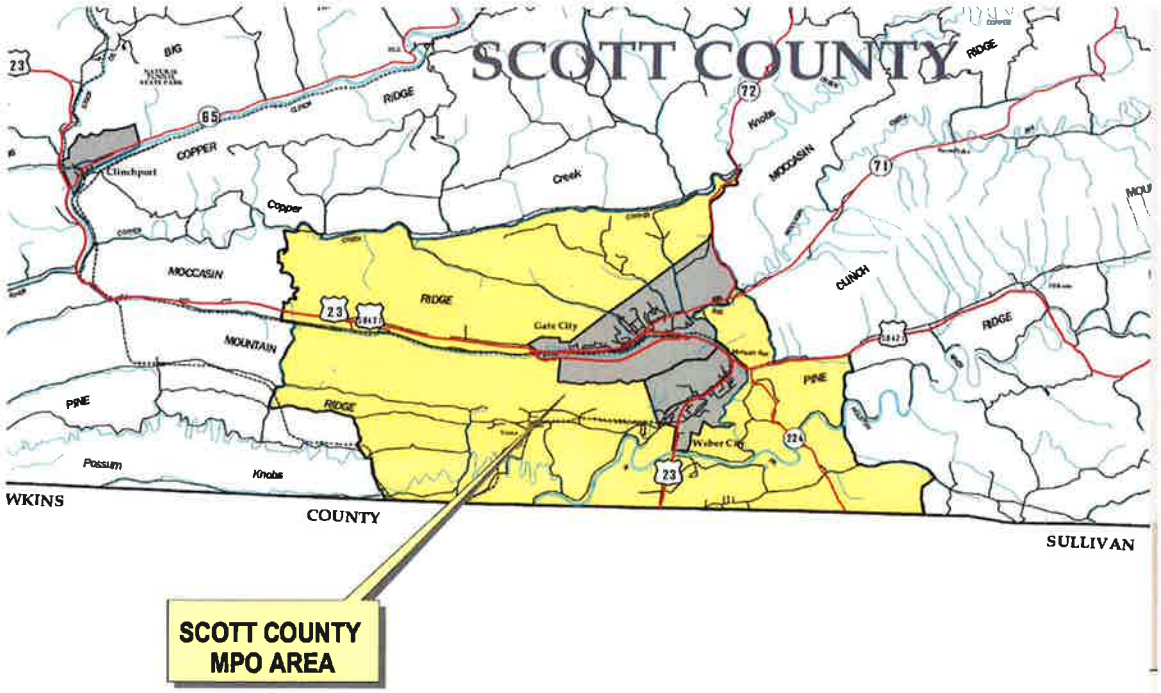


AMENDMENT 1 4.17.14

Virginia Grouping #5

See Appendix A for Project Details

GROUPING	Maintenance : Preventive Maintenance and System Preservation			
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.			
ROUTE/STREET				
	FUND SOURCE	MATCH	FY15	FY16
CN	Federal - STP/F		$2,770,452	$3,327,681
MPO Note				

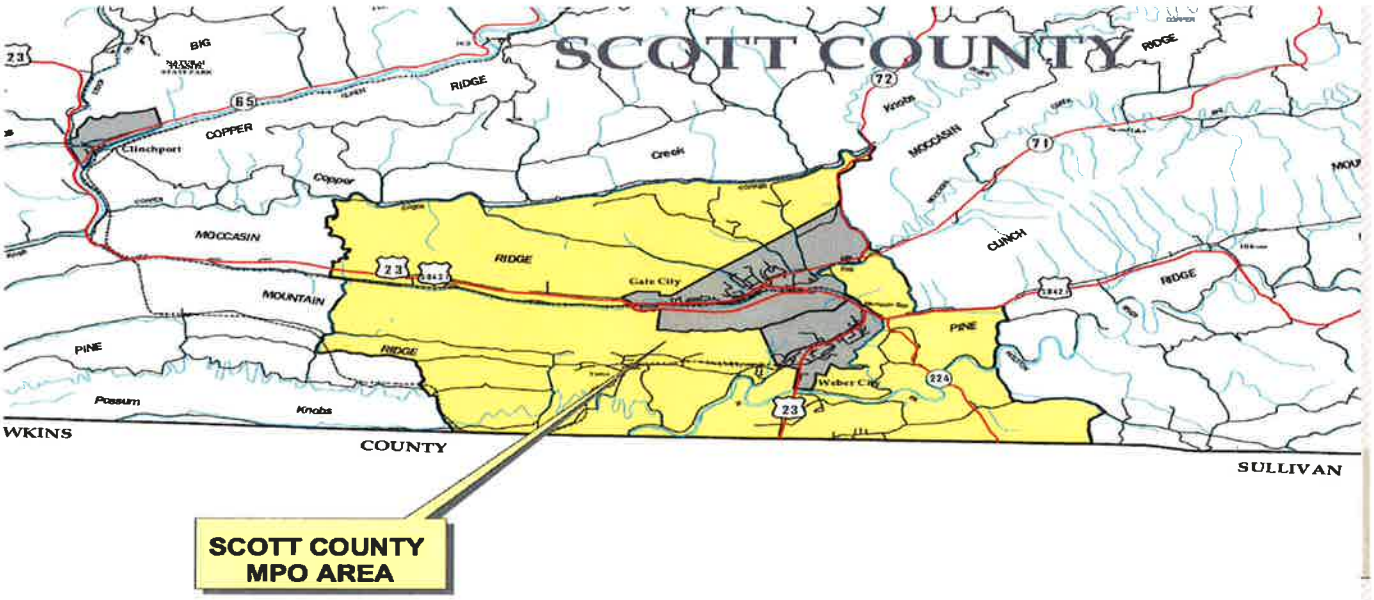


AMENDMENT 1 4.17.14

Virginia Grouping #6

See Appendix A for Project Details

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal - BR		$1,202,218	$1,230,454	$1,258,691	$1,258,691
	Federal - STP/F		$3,175,749	$2,404,587	$2,076,364	$2,238,669
CN TOTAL			$4,377,967	$3,635,041	$3,335,055	$3,497,360
MPO Note						

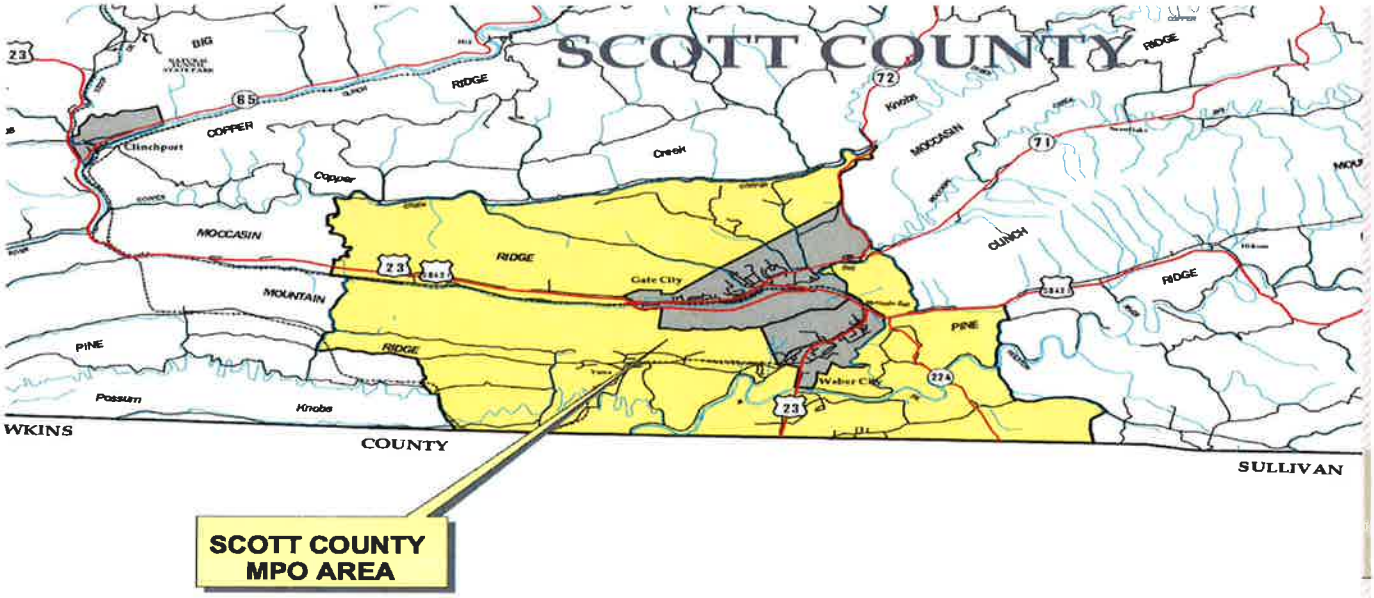


AMENDMENT 1 4.17.14

Virginia Grouping #7

See Appendix A for Project Details

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal - STP/F		$1,333,666	$1,102,821	$1,011,809	$1,061,050
MPO Note						



SECTION H

SUMMARY – VIRGINIA HIGHWAY PROJECTS

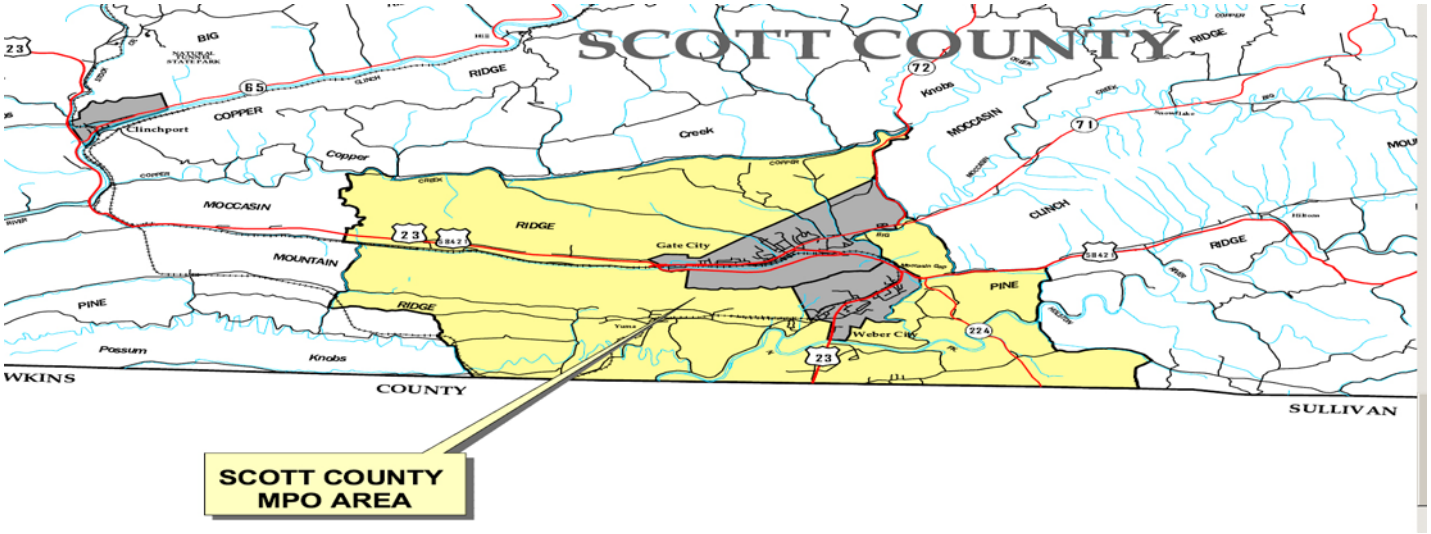
Virginia Grouping #3

TIP #	VA-Grouping - Safety / ITS	**TDOT PIN# / VA UPC#**	ITS / Safety / Operational	**Priority**	GP-3	**Lead Agency**	VDOT
County	Scott	**Length**	NA	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	Virginia Groupings -- Safety Projects Related to ITS and Operations					**Total Project Cost**	$4,125,914
Termini or Intersection	Various Locations in Scott County						
Project Description	Group Projects for Street and Highway Safety Features and Programs, Inlcuding Safe Routes to School, shoulders, rumble-strips, and guardrail						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	HSIP	$4,125,914	$3,713,323	$412,591	$0
FY 15			$0	$0	$0	$0
FY 16			$0	$0	$0	$0
FY 17			$0	$0	$0	$0
FY 18			$0	$0	$0	$0
FY 19			$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

* Consistency with the Long-Range Plan; the number one priority for system improvements in the LRTP is "Safety". Safety / ITS / Operational Grouping consists of projects that includes safety features, such as guard-rail, widening shoulders, rumble strips, and pedestrian amenties --- that demonstrate a link to Long-Range planning goals



Virginia Grouping #4

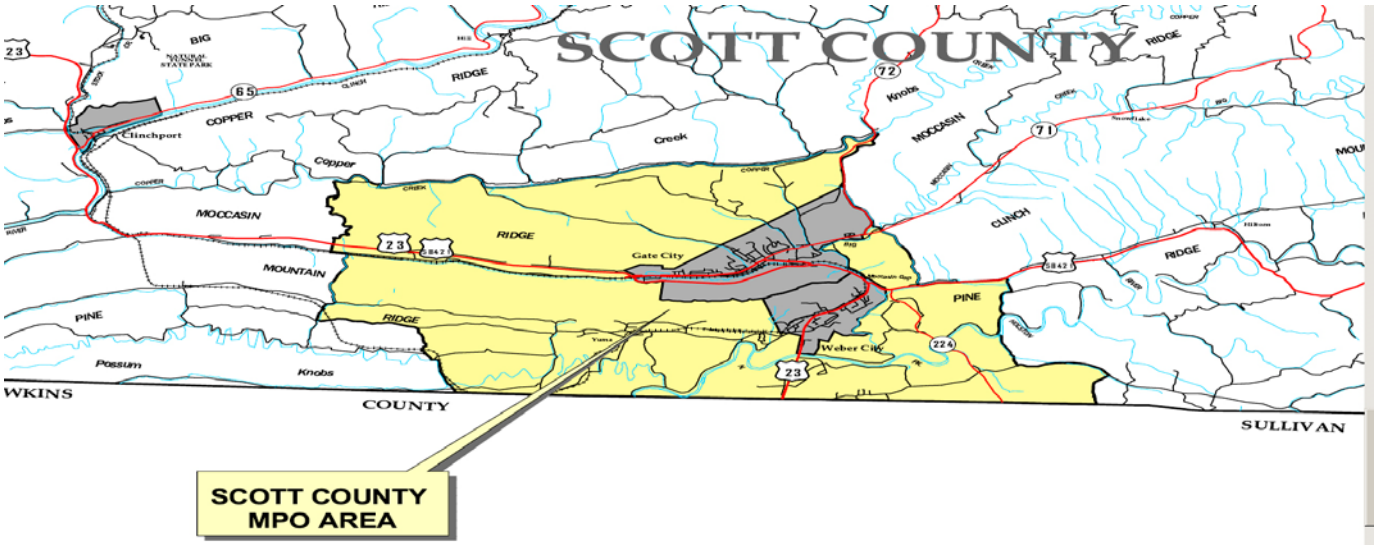
TIP #	VA-Grouping - TE/Byway	**TDOT PIN# / VA UPC#**	TE/ByWay/Non-Traditional	**Priority**	GP-4	**Lead Agency**	VDOT
County	Scott	**Length**	NA	**LRTP#**	Consistent with LRTP*	**Conformity Status**	N/A
Route/Project Name	Virginia Groupings -- Transportation Enhancements / By-Ways / Non-Traditional					**Total Project Cost**	$292,913
Termini or Intersection	Various Locations in Scott County						
Project Description	Group Projects for Non-Traditional Projects, including System Enhancements, Scenic By-Ways, and other Non--Traditional Projects						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	ENH **	$292,913.00	$234,330	$58,583	$0
FY 15			$0	$0	$0	$0
FY 16			$0	$0	$0	$0
FY 17			$0	$0	$0	$0
FY 18			$0	$0	$0	$0
FY 19			$0	$0	$0	$0

Remarks **Amendment Number** **Adjustment Number**

* Consistency with the Long-Range Plan; the new Transportation Alternative program (formerly TE - Trnasportation Enhancements) is part of federal legislation that supports long-range planning, including those projects that compiment major capital impromvents, i.e. greenways, beautification, and other non-traditional improvements

** NOTE: funds are coming from previously awarded Transportation Enhancement Grant Program



Kingsport MTPO 2014 - 2017 TIP Highway Funding Summary

VIRGINIA Highway Totals for FY 14

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
Highway Safety Improvement Program (HSIP)	$7,350,914	$6,615,823	$735,091	$0	$0
National Highway Performance Program	$600,000	$480,000	$120,000	$0	$0
STP (Federal) - Primary Formula	$437,000	$350,000	$87,000	$0	$0
STP (Federal) - Secondary Program *	$0	$0	$0	$0	$0
STP (Federal) - Bridge	$13,371,503	$10,697,202	$2,674,301	$0	$0
State Funds - Primary Formula	$19,103,000	$0	$19,103,000	$0	$0
Federal Rail	$307,096	$307,096	$0	$0	$0
Transportation Alternative / Enhancements	$292,913	$234,330	$58,583	$0	$0
O & M (State)	$2,250,000	$0	$2,250,000	$0	$0
Totals:	**$43,712,426**	**$18,684,451**	**$25,027,975**	**$0**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

VIRGINIA Highway Totals for FY 15

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
Highway Safety Improvement Program (HSIP)	$1,957,000	$1,761,300	$195,700	$0	$0
National Highway Performance Program	$2,560,000	$2,048,000	$512,000	$0	$0
STP (Federal) - Primary Formula	$681,000	$545,000	$136,000	$0	$0
STP (Federal) - Secondary Program *	$0	$0	$0	$0	$0
STP (Federal) - Bridge	$0	$0	$0	$0	$0
State Funds - Primary Formula	$0	$0	$0	$0	$0
Federal Rail	$0	$0	$0	$0	$0
Transportation Alternative	$0	$0	$0	$0	$0
O & M (State)	$2,250,000	$0	$2,250,000	$0	$0
Totals:	**$7,448,000**	**$4,354,300**	**$3,093,700**	**$0**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

VIRGINIA Highway Totals for FY 16

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
Highway Safety Improvement Program (HSIP)	$1,000,000	$900,000	$100,000	$0	$0
National Highway Performance Program	$2,392,000	$1,914,000	$478,000	$0	$0
STP (Federal) - Primary Formula	$625,000	$500,000	$125,000	$0	$0
STP (Federal) - Secondary Program *	$0	$0	$0	$0	$0
STP (Federal) - Bridge	$0	$0	$0	$0	$0
State Funds - Primary Formula	$0	$0	$0	$0	$0
Federal Rail	$0	$0	$0	$0	$0
Transportation Alternative	$0	$0	$0	$0	$0
O & M (State)	$2,250,000	$0	$2,250,000	$0	$0
Totals:	**$6,267,000**	**$3,314,000**	**$2,953,000**	**$0**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

VIRGINIA Highway Totals for FY 17

Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Surplus / Deficit **
Highway Safety Improvement Program (HSIP)	$1,000,000	$900,000	$100,000	$0	$0
National Highway Performance Program	$869,000	$695,000	$174,000	$0	$0
STP (Federal) - Primary Formula	$625,000	$500,000	$125,000	$0	$0
STP (Federal) - Secondary Program *	$0	$0	$0	$0	$0
STP (Federal) - Bridge	$0	$0	$0	$0	$0
State Funds - Primary Formula	$0	$0	$0	$0	$0
Federal Rail	$0	$0	$0	$0	$0
Transportation Alternative	$0	$0	$0	$0	$0
O & M (State)	$2,250,000	$0	$2,250,000	$0	$0
Totals:	**$4,744,000**	**$2,095,000**	**$2,649,000**	**$0**	**$0**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

** suplus or deficit represents the MPO's objective to maintain fiscal constraints for projects and funding designated within the Kingsport MPO area

AMENDMENT 1 4.17.14

Appendix A

Projects by Grouping

Kingsport MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary		Scott County	ROUTE 23 (0023)	$11,773,595
	86598	SBL & NBL 23 over N Fork Holston River Va struc 1003 & 1108		
		FROM: SBL/NBL 23 over N Fork Holston River Va struc 1003/1108 TO: SBL/NBL 23 over N Fork Holston River Va struc 1003/1108 (0.1000 MI)		
Secondary		Bristol District-wide	BRDG	$5,321,105
	92753	ARRA Bridge Design-Build Contract		
Secondary		Scott County	GATE ROAD (0687)	$873,292
	86594	Gate Road over Big Moccasin Creek Va struc 6102		
		FROM: .05 Miles from Rte. 613 TO: 1.25 Miles to Rte. 71		
Secondary		Scott County	ROUTE 671 - VALLEY CREEK ROAD (0671)	$793,374
	103500	Bridge (Fed Id 16815) Rte. 671 Over Valley Creek		
		FROM: .60 to Route 678 TO: .05 from Route 679 (0.0500 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				$18,761,366

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary		Scott County	DANIEL BOONE HERITAGE HWY (0023)	$305,581
	104669	US 23 - Install Rumble Strips on Existing Paved Shoulders		
		FROM: Bus US 23 East of Gate City TO: Route 629 (10.0000 MI)		
Primary		Scott County	WADLOW GAP HWY (0224)	$6,650,000
	104189	Safety Improvements-Rte. 224 (Phase II-remove curve)		
		FROM: 0.40 Mi. S. Int. Rte. 614 TO: 0.07 Mi. S. Int. rte. 614 (0.3300 MI)		
Secondary		Scott County	YUMA ROAD (0614)	$5,093,721
	293	RTE 614 - RECONSTRUCTION		
		FROM: 0.05 Mi. W. Int. Route 713 TO: 0.03 Mi. E. Route 867 WEST (0.7800 MI)		