*T*ransportation *I*mprovement *P*rogram

2017-2021

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TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2021

KINGSPORT METROPOLITAN

TRANSPORTATION PLANNING ORGANIZATION

Prepared By:

Kingsport Metropolitan Transportation Planning Organization
Executive Staff

Adopted November 3, 2016

By

The Kingsport Metropolitan Transportation Planning Organization
Executive Board

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

ADOPTING FY 2017-2021 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 five-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 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 Metropolitan Transportation Planning Organization do hereby approve and endorse the **"Transportation Improvement Program, FY 2017-2021"**.

Tilden J. Fleming, Chairman **MTPO Executive Board**	**Date**
Troy J. Ebbert, Chairman **MTPO Executive Staff**	**Date**

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

FY 2017-2021 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 five-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 F.A.S.T. Federal Transportation Act of 2016, and

WHEREAS, in accordance with requirements set forth in the Fixing Americas Surface Transportation Federal Transportation Act of 2016 or "F.A.S.T.", 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 2017-2021.

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

_____ _____

Tilden J. Fleming, Chairman **Date**
MTPO Executive Board

_____ _____

Troy Ebbert, Chairman **Date**
MTPO Executive Staff

ACRONYMS

3-C	CONTINUING, COOPERATIVE AND COMPREHENSIVE TRANSPORTATION PLANNING PROCESS
3-R	REPLACEMENT, REHABILITATION OR REPAIR
AC	ADVANCED CONSTRUCTION
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
CE	CATEGORICAL EXCLUSION
CFR	CODE OF THE FEDERAL REGULATIONS
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM
CO	CARBON MONOXIDE
CON	CONTINGENCY FUNDED PROJECTS
CONST	(CONSTRUCTION): WORK BY THE AGENCY OR CONTRACTOR(S) TO CONSTRUCT THE PROJECT, POSSIBLY INCLUDING UTILITY RELOCATION.
CPR	CAPITOL PROJECTS FUND
CTB	COMMONWEALTH TRANSPORTATION BOARD
DBE	DISADVANTAGED BUSINESS ENTERPRISE
DRPT	(VIRGINIA) DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
EB	EQUITY BONUS
EN	TRANSPORTATION ENHANCEMENT PROGRAM
E+C	EXISTING PLUS COMMITTED
EPA	ENVIRONMENTAL PROTECTION AGENCY
FAST ACT	FIXING AMERICA'S SURFACE TRANSPORTATION
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FTA	FEDERAL TRANSIT ADMINISTRATION
FTDD	FIRST TENNESSEE DEVELOPMENT DISTRICT
FTHRA	FIRST TENNESSEE HUMAN RESOURCE AGENCY
FY	FEDERAL FISCAL YEAR (OCTOBER 1 – SEPTEMBER 30)
HOV	HIGH OCCUPANCY VEHICLE LANES
GARVEES	GRANT ANTICIPATION REVENUE VEHICLES
GIS	GEOGRAPHIC INFORMATION SYSTEM
HPP	HIGH PRIORITY PROJECTS
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
ILL	ILLUSTRATIVE PROJECTS
INVEST	INFRASTRUCTURE VOLUNTARY EVALUATION SUSTAINABILITY TOOL
ITS	(INTELLIGENT TRANSPORTATION SYSTEMS): PROCURING, DEVELOPING, OR INTEGRATING TECHNOLOGY TO MANAGE TRANSPORTATION FACILITIES, IMPROVE SAFETY, OR MOBILITY.
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
MOA	MEMORANDUM OF AGREEMENT
MPA	METROPOLITAN PLANNING AREA

N/A	Not Applicable
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NETRANS	northeast tennessee rural transit system
NH/NHS	National Highway System
NHPP	National highway performance program
OS	Optional Safety Project
O & M	Operations and Maintenance
OPERATIONS	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems
PE-D	(Preliminary Engineering – Design): Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document
PE-N	(Preliminary Engineering – NEPA): Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document
PL	Metropolitan Planning Funds
PPM	Parts Per Million
PPP	public participation plan
PURCHASE/ ACQUIRE	Obtaining Equipment, SOFTWARE OR vehicles
RD	Street and Roadway projects
ROW	Right-of-way, work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation
Section 5303	Transportation planning
Section 5307	Urbanized Area Formula Program
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
Section 5311	Rural Area Formula Program
Section 5339	Capital Program Funds
SPPR	State Primary Pavement Rehabilitation
SPR	State Planning and Research Funds
SRTS	Safe Routes to School
SR	State Route
STA	State Funds
STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant Program (L-Local or S-State)
SYIP	(Virginia) Six-Year Improvement Program
TCC	Technical Coordinating Committee
TCSP	Transportation, community, and system preservation Program
TDOT	Tennessee Department of Transportation
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDEC	Tennessee Department of Environment and Conservation
TDM	Travel Demand Model
TDOT	Tennessee Department of Transportation

TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMPD	(Virginia) Transportation and Mobility Planning Division
TMC	Traffic management center
TN	Tennessee
TNMUG	Tennessee Model Users Group
TR	Public Transit Projects
TRAINING	Training Activities
TRIMS	Tennessee Roadway Information and Management System
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area
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) 2017 through 2021 Transportation Improvement Program (TIP) for the Kingsport MTPO.

The TIP is a programming document that contains a funding schedule for the next five (5) years, with the last year being illustrative only. By having a five year Transportation Improvement Program (TIP), the MTPO is consistent with the Long Range Transportation Plan 5-year updates and can pull from and prioritize more immediate projects in the first five (5) years of the Plan. This method assists the MPO staff in communicating the selected projects to the public, and creates more understanding with the Executive Board. TDOT has a 4-Year STIP while VDOT has a 6-Year STIP.

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 seven (7) 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)	
Executive Director – First Tennessee Development District – At large	

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 Safety 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, Washington 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

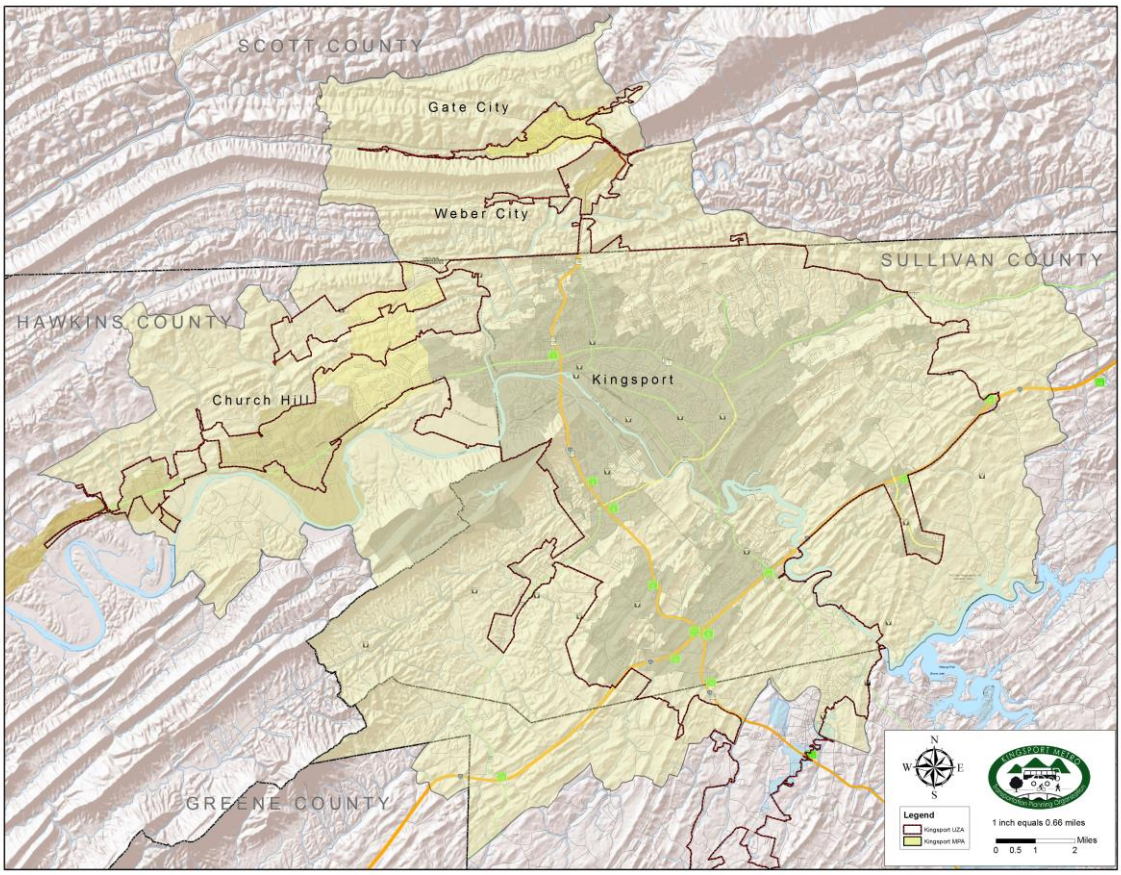


Figure 1 provides an illustration of the relation of the planning area and the urbanized areas included in this TIP.

TIP #	1	TDOT PIN# / VA UPC#	2	Priority	3	Lead Agency	4
County	5	Length	6	LRTP #	7	Conformity Status	8
Route/Project Name	9					Total Project Cost	10
Termini or Intersection	11						
Project Description	12						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
13	14	15	16	17	18	19

Remarks		Amendment Number	20	Adjustment Number	21
22					

1. Project Number awssigned by the MTPO or the State Transportation Improvement Number.
2 Project Number assigned by TDOT or VDOT
3. MTPO project evaluation of the project based on the LRTP goals and objectives and project horizion year.
4. The agency responsible for development/adminstration of the project.
5 City and or county where project is located.
6 Miles or feet distance the project will cover.
7 Project or page number in the MTPO's LRTP.
8. If the project is subject to air quality standards or exempt.
9 Projet name or highway route number.
10. Total cost of the project for all phases
11. Beginning and end location of the project.
12. Discription of the project.
13. Federal fiscal year the project phase is programed.
14. Type of work programmed. (see acronyms for specific types of work)
15. Funding type being utilized.
16 Total amount of funds for the identified project phase.
17. The amount of federal funds programmed.
18. The amount of state funds programmed.
19. The amount of local funds programmed
20. Reference to any TIP amendments on the project.
21. Reference to any TIP adjustment on the project
22. Any additional information for clairification.

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 projects.

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 2017-2021 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 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. Bridge projects

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

PERFORMANCE MANAGEMENT: Performance based planning was initiated with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing Americas Surface Transportation Act (FAST Act). The U.S. Department of Transportation (USDOT) is currently implementing the new requirements and establishing performance measures through a number of Federal rulemakings released in several phases. The rulemaking process provides public and private transportation stakeholders with the opportunities to review and comment on proposed performance measures. With the exception of the Final Rule for the HighwaySafety Performance Measures, the Notice of Proposed Rulemaking is on-going.

Once the USDOT performance measures are finalized, TDOT and VDOT will set state performance targets in reference to the national performance measures. Lastly, the MPO will establish performance targets after the state-wide performance targets have been defined.
After performance targets are selected, MAP-21 and the FAST Act require the MPO to reflect these targets in metropolitan transportation plans and programs. The Transportation Improvement Program, to the extent possible, must provide a description of the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan. The intent of performance-based planning and programming is to link investment priorities to achieving performance targets.

Figure 2 Transportation Improvement Program Development Process

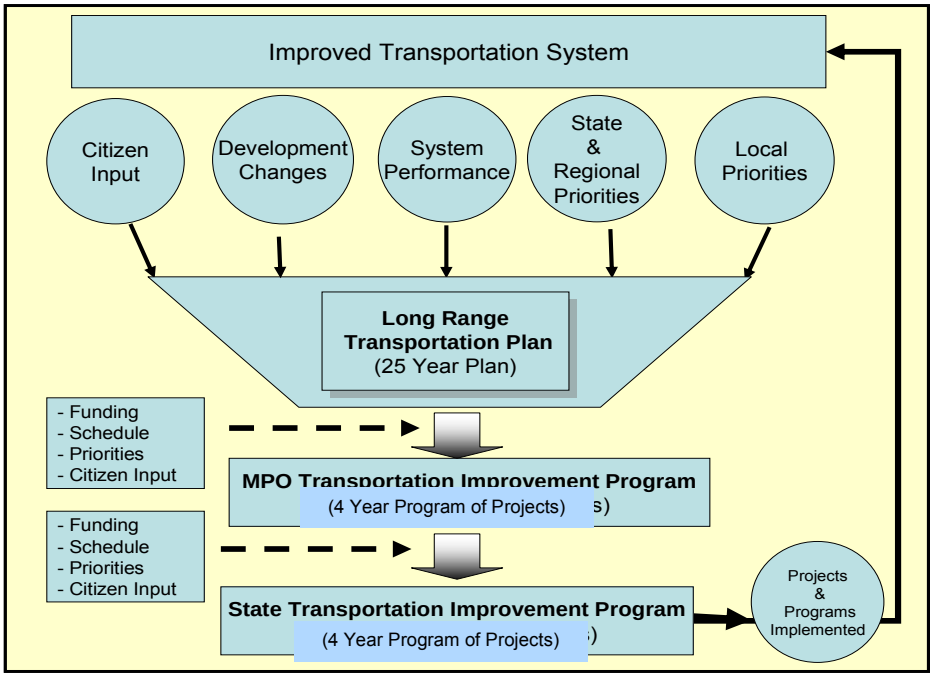


Figure 2 provides an illustration of the relation of the TIP to the overall planning process within the MTPO area.

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 citizens 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 is 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 do not have a 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 (Resurfacing, Restoration, Rehabilitation), and/or minor projects status. Groupings of project may include (but not limited to) ITS (Intelligent Transportation Systems) projects, signalization, and resurfacing.

- A major change in the total project cost (excluding groupings) (see Project Cost Change Thresholds, page); 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) 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) 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. The allowable work types are described for each grouping category, each of which is founded on type of federal funding, i.e. STBG, 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 2017-2021 TIP was shaped largely by the goals of the LRTP, FAST Act 10 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 2040 LRTP, four (4) goals were established to guide the development of future transportation solutions for the region over the next 25 years.

2040 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

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed by the President and became Federal law. The FAST Act superseded the Moving Ahead for Progress in the 21st Century Act (MAP-21), and represents the current Federal legislation funding surface transportation programs. The FAST Act builds on and refines many of the transportation programs and policies defined by MAP-21 and continues the transformation of the Federal-aid highway program by refocusing project decision making on performance-based planning and programming.

NATIONAL GOALS: It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction – To achieve a significant reduction in congestion on the National Highway System.
4. System reliability – To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduce project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

PLANNING FACTORS: The FAST Act identifies 10 planning strategies to be considered by the MPO in developing transportation plans and programs:

1. Increase the safety of the transportation system for motorized and non-motorized users.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase accessibility and mobility of people and freight.
4. Promote efficient system management and operation.
5. Emphasize the preservation of the existing transportation system.
6. Improve the resiliency of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
7. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
8. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
9. Enhance travel and tourism.
10. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

PLANNING EMPHASIS AREAS: The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issue Planning Emphasis Areas (PEAs) on topical areas for MPOs and States to consider in their work programs and transportation planning activities. These include:

1) Models of Regional Planning Cooperation – Where appropriate, promote coordination of transportation plans and programs across Transit Agency, MPO, and State boundaries to ensure a regional approach to transportation planning.

2) Access to Essential Services – As part of the planning process, identifies transportation connectivity gaps in access to essential services. (Essential services include employment, health care, schools/education, and recreation.)

3) FAST Act Implementation – Development and implementation of performance based planning and programming.

PERFORMANCE MANAGEMENT: Performance based planning was initiated with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing Americas Surface Transportation Act (FAST Act) The U.S. Department of Transportation (USDOT) is currently implementing the new requirements and establishing performance measures through a number of Federal rulemakings released in several phases. The rulemaking process provides public and private transportation stakeholders with the opportunities to review and comment on proposed performance measures. With the exception of the Final Rule for the Highway Safety Performance Measures, the Notice of Proposed Rulemaking is on-going.

Once the USDOT performance measures are finalized, TDOT and VDOT will set state performance targets in reference to the national performance measures. Lastly, the MPO will establish performance targets after the state-wide performance targets have been defined.

After performance targets are selected, MAP-21 and the FAST Act require the MPO to reflect these targets in metropolitan transportation plans and programs. The Transportation Improvement Program, to the extent possible, must provide a description of the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan. The intent of performance-based planning and programming is to link investment priorities to achieving performance targets.

Public Participation

The MTPO advertised a call for projects to its member jurisdictions, interested parties, and the public. An STBG project application (form) was developed which included the goals and objectives from the LRTP, as well as the FAST Act. 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 etc. 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 STBG 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 STBG 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, etc. All projects listed in the TIP are considered by their relationship to the overall transportation system in the Kingsport MTPO area. Projects within the 2017-2021 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.

Virginia House Bill 2 (HB2) was adopted in 2014 and requires the development of a prioritization and scoring process for project funding. The prioritization process evaluates projects as they relate to congestion, mitigation, economic development, accessibility, safety, environmental quality and land use coordination. Although HB2 provides a quantifiable process for making project funding decisions, projects still require inclusion in the MPO planning process and long-range transportation for HB2 eligibility and subsequently inclusion in the Transportation Improvement Program for implementation.

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), funds, or Highway Safety Improvement Program (HSIP) funds. Bridge projects

without additional through laneage are funded with NHPP funds or STBG funds and Safety and Enhancement Projects are funded with STBG 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.

ADVANCE CONSTRUCTION

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

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

COORDINATION WITH STRATEGIC HIGHWAY SAFETY PLAN

TIP projects considered regionally significant are prioritized through an established process. The Kingsport MTPO 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 determines 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:

Federal Highway Administration Funds are allocated to the state in numerous categories. The major funding categories are described below:

Appalachia Development Highway System (APD) This program provides funding for routes with remaining work deemed eligible as approved by the Appalachian Regional Commission in the most recent APD Cost Estimate. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for APD. APD projects may be eligible for FAST Act STBG funds. Unexpended APD funds remain in place under pre-FAST Act rules and regulations. States can apply for 100% Federal share using APD or other apportioned funds for highways and access roads on the Appalachia Development Highway System.

Bridge Replacement and Rehabilitation (BRR) This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously authorized under the BRR Program and carry-over funds will still be administered under previous rules and regulations of the BRR Program.

Congestion Mitigation and Air Quality (CMAQ) The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas).
Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, have a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and TIP or the current STIP in areas without an MPO. Currently, all non-attainment areas in the state are located within an MPO area, meaning that air quality conformity must be demonstrated in the MPO long-range transportation plans.

Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement Intelligent Transportation System (ITS) solutions and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to non-peak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conducts of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities are also an eligible use of CMAQ funds.

Demonstration Set Aside of the STP (DEMO) This program provides special funding for certain projects.

Enhancement Activity Set Aside of the STP (ENH) This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; establishment of transportation museums. Under the Tennessee Roadscapes grant program, types of work will include landscaping, irrigation, benches, trash cans, paths, and signage. This funding program was eliminated under MAP-21. All projects previously authorized under the ENH Program and carry-over funds will still be administered under previous rules and regulations of the ENH Program.

Forest Highway/Public Lands (FH/PL) This funding program was eliminated under MAP-21. All projects previously authorized under the Forest Highway Program and carry- over funds from SAFETEA-LU will still be administered under previous rules and regulations of the Forest Highway Program.

Federal Lands Access Program (FLAP) This is a new program created under MAP-21 and continued under the FAST Act. It provides funds for projects on Federal Lands Access Transportation Facilities that are located on, adjacent to, or that provide access to Federal

lands. A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government. Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. The Eastern Federal Lands Highway Division is responsible for administering the FLAP and serving the transportation engineering needs of these Federal Land Management agencies in Tennessee. Eligible Activities include but are not limited to: Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands located on or adjacent to, or that: provide access to a Federal land (adjacent vehicular parking areas; acquisition of necessary scenic easements and scenic or historic sites; provisions for pedestrians and bicycles; environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; construction and reconstruction of roadside rest areas, including sanitary and water facilities); Operation and maintenance of transit facilities.

High Priority Projects (HPP and HPP-L) This program provides designated funding to the state (HPP) and Local Agencies (HPP-L) for specific projects identified by Congress.

Highway Safety Improvement Program (HSIP) The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in statute—most of which are infrastructure-safety related.

High Risk Rural Road (HRRR) A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated SHSP. This funding program was eliminated as a separate program under MAP-21. All projects previously authorized under the HRRR Program and carry-over funds will still be administered under previous rules and regulations of the HRRR Program.

Interstate Maintenance (IM) This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. This funding program was eliminated under MAP-21. All projects previously authorized under the IM Program and carry-over funds will still be administered under previous rules and regulations of the IM Program.

National Highway Freight Program (NHFP) The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight

Network (NHFN) and support several goals. Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in- motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23.

National Highway Performance Program (NHPP) The FAST Act continues the NHPP, which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- Workforce development, training, and education activities are also an eligible use of NHPP funds.
- Installation of vehicle-to-infrastructure communication equipment.
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of abridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied).

- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas).
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects.

National Highway System (NHS) This Program provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors. This funding program was eliminated under MAP-21. All projects previously authorized under the NHS Program and carry-over funds will still be administered under previous rules and regulations of the NHS Program.

National Scenic Byways Program (NSBP) This Program provides funding for roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All- American Roads or America's Byways. This funding program was eliminated under MAP-21. All projects previously authorized under the NSBP Program and carry-over funds will still be administered under previous rules and regulations of the NSBP Program.

Recreational Trails (RTP) This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The FAST Act eliminated the RTP in lieu of replacing it and other programs with a set-aside of STBG funding for transportation alternatives. All projects previously authorized under the RTP and carry-over funds will still be administered under previous rules and regulations of the RTP.

Repurposed Funds (R-) This acronym does not represent a specific funding program, but rather the re-designation of funds. The Consolidated Appropriations Act of 2016 allows States to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program. In this STIP, repurposed earmark funds are designated with ‘R-‘ preceding the funding code.

Safe Routes to School (SRTS) This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21. All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

Section 154 This Program provides funding to help save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity.

State (STA) This program provides 100% state funding by the state for various projects on the State Highway System.

Surface Transportation Block Grant Program (STBG) The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives - newly defined with set-aside, includes most transportation enhancement eligibilities.
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.

- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost- effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities are also an eligible use of STBG funds.
- Create and operate a State office to help design, implement, and oversee public- private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances.
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

Similar to the past STP funding, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives". The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Transportation Alternatives Program (TAP) The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Generally, transportation alternatives eligibilities are the same as those under the prior TAP. Transportation Alternatives as defined in 23 U.S.C. 101(a) (29) (MAP-21 1103) consist of:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and

other safety- related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including;
    - Inventory, control, or removal of outdoor advertising;
    - Historic preservation and rehabilitation of historic transportation facilities;
    - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - Archaeological activities relating to impacts from implementation of transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to;
    - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
    - Reduce vehicle caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.
- The safe routes to school program under section 1404 of the SAFETEA-LU.

    - Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off- street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
    - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
    - Safe Routes to School coordinator.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of

transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:

- Safety and educational activities for pedestrians and bicycles. Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding). Note: Some of these activities may be eligible under HSIP. Non- construction projects for bicycle safety remain broadly eligible for STP funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers). Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a) (29) (D) of title 23.
- Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see section 101(a) (29) (E).
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

Grant Anticipation Revenue Vehicles (GARVEES) is a type of debt instrument, typically a bond, which has a pledge of future Title 23 Federal-aid funding. In its broadest sense, a GARVEE bond is backed by future Federal-aid highway funding to advance the upfront funding of a particular project. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period.

FTA Section 5307 Formula Grants provide funding to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as transit operating assistance. For urbanized areas (greater than 50,000 in population) the funding formula is based on population and population density, and the number of low-income individuals.

FTA Section 5339 Bus and Bus Facilities allocates funding to states and subrecipients for capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities provides funding for programs to service the special needs of transit-dependent populations beyond the traditional public transportation services or the complementary paratransit services of the Americans with Disabilities Act (ADA). Eligible activities include capital and operating projects that assist seniors and individuals with disabilities. Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.

FTA Section 5311 Formula Grants are available rural areas (less than 50,000 in population) for public transportation capital, planning, and operating assistance. A major of the funding formula

is based on land area and population in rural areas with a small percentage apportioned based on revenue vehicle miles and number of low-income individuals.

The FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects). Additionally, it eliminated TAP's "Flexibility of Excess Reserved Funding" provision, which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the CMAQ Program. The previsoly outlined funding types allow State DOTs, MPO, and Transit operatators the ability to make a cooperative effort to come up with revenue estimates and establish priorities.

Federal, State, and Local Match Requirements by Funding Program

Program Funding		Minimum Match Requirements [1]
APD	Appalachia Development Highway System Projects	100% Federal
BRR	Bridge Replacement and Rehabilitation	80% Federal, 20% State
CMAQ	Congestion Mitigation Air Quality	80% Federal, 20% State/Local
DEMO	Demonstration project, special set aside	100% or 80% Federal, 20% State/Local
ENH	Enhancement Activity set aside of the STBG	80% Federal, 20% Local/State
FH/PL	Forest Highway/Public Lands Projects	100% or 80% Federal, 20% State
FLAP	Forest Lands Access Program	100% or 80% Federal, 20% State
HPP	High Priority Projects	80% Federal, 20% State
HPP-L	High Priority Projects (Local)	80% Federal, 20% Local
HRRR	High Risk Rural Roads	90% Federal, 10% State/Local
HSIP	Highway Safety Improvement Program	90% Federal, 10% State
IM	Interstate Maintenance Projects	90% Federal, 10% State
IMD	Interstate Maintenance Discretionary Funds	90% Federal, 10% State/Local
NHFP	National Highway Freight Program	80% Federal, 20% State
NHPP	National Highway Performance Program	80% Federal, 20% State
NHS	National Highway System Program	80% Federal, 20% State
NSBP	National Scenic Byways Program	100% or 80% Federal, 20% State/Local
PLHD	Public Lands Highways Discretionary Funds	100% Federal
RTP	Recreational Trails Projects	80% Federal, 20% State
Sect 154	Section 154	100% Federal
SRTS	Safe Routes to School	100% Federal
STA	State Funds	100% State
STBG	Surface Transportation Block Grant Program	80% Federal, 20% State/Local
TAP	Transportation Alternatives Program	80% Federal, 20% State/Local

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

[1] 23 USC 120 *(c) INCREASED FEDERAL SHARE.— (1) CERTAIN SAFETY PROJECTS.—The Federal share payable on account of any project for traffic control signalization, traffic circles (also known as ''roundabouts''), safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections may amount to 100 percent of the cost of construction of such projects; except that not more than 10 percent of all sums apportioned for all the Federal-aid systems for any fiscal year in accordance with section 104 of this title shall be used under this subsection. In this subsection, the term ''safety rest area'' means an area where motor vehicle operators can park their vehicles and rest, where food, fuel, and lodging services are not available, and that is located on a segment of highway with respect to which the Secretary determines there is a shortage of public and private areas at which motor vehicle operators can park their vehicles and rest. (2) CMAQ PROJECTS.—The Federal share payable on account of a project or program carried out under section 149 with funds obligated in fiscal year 2008 or 2009, or both, shall be not less than 80 percent and, at the discretion of the State, may be up to 100 percent of the cost thereof.*

- 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.

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 STBG" 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 STBG, 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 based on 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 "fiscal 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, fiscall constraint is determined only by TDOT or VDOT in these categories. For the Kingsport MTPO, fiscal constraint centers primarily around local STBG dollars. The summary tables for Local-STBG funds clearly presents this fiscal constraint, where 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 the summary tables. 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 place 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).

STATE FUNDING MATCH

The State of Tennessee has legislation that established funding for highways and public transportation through motor fuel taxed and vehicle registrations. A variety of programs exist including allocations to cities and counties for maintenance and construction projects. A portion of the money is retained by TDOT for ongoing maintenance and operations, resurfacing, bridges, construction/reconstruction and to match Federal funds.

The Commonwealth of Virginia's legislation that establishes funding for highways and public transit programs is through a combination of sales and transportation-related taxes. In addition to the Commonwealth Transportation Fund, the General Assembly also authorizes the issuance of Capital Project Revenue (CPR) bonds for special transportation projects as well as the Revenue Sharing Program (RSP) to match local project funding on a dollar for dollar basis.

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.

GROUPED PROJECTS

By agreement with the Tennessee Department of Transportation and Virginia Department of Transportation, the MPO is including grouped projects in the TIP for state-wide funding categories. The use of project groupings is permitted under 23 CFR 450.326(h). Projects that are not considered to be of appropriate scale for individual identification 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. Projects that are funded by such groupings must be non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP includes a description of all grouping categories, eligible activities, and funding information necessary to demonstrate fiscal constraint. All projects located within the MPO Metropolitan Planning Area must be included in the TIP, including those projects that are eligible for grouping. TDOT project groupings include the Surface Transportation Program, Highway Safety Improvement Program, and the National Highway Performance Program (See Appendix E for a more comprehensive list of TDOT allowable group activities). Virginia program activities for state-wide and district-wide funding categories include: Safety/ITS/Operational Improvements, Transportation Alternatives, Rail, Bridge Replacement and Repair, as well as maintenance categories and public transportation activities.

TIP PROJECTS AND FISCAL CONSTRAINT

The FAST act requirements are followed by the Kingsport Area MTPO. An annually specified level of funding is allocated for highway and transit projects, which can be applied to local MTPO projects. Local governments 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 STBG funds are within the annual allocation of STBG 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) Additional cost factors i.e. unusual right-of-way expenses; will also be considered if necessary in estimating costs.

The financial summary tables are based on annual allocations of funds including any State and local matching dollars. These revenues sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The revenue sources for local STP funding is based on past year allocations. For MPO revenue projections, a 3% annual growth rate was utilized based on the assumed inflation rate established by TDOT. The project cost for each phase has also been inflated 3% per year to compensate for the increased cost of construction. It should be noted the referenced inflation rate applies to "planning-level" cost only and will be revised during more rigorous cost estimates during project development and engineering.

The funding tables also include reasonably expected operation and maintenance revenues and expenditures for the program of projects. Costs associated with operations and maintenance were derived from annual costs provided by the Tennessee and Virginia Departments of Transportation and local jurisdictions annual budgets. For both Tennessee and Virginia, costs were inflated 3 percent annually to determine an annual operation and maintenance cost. It is assumed that the same level of service will be maintained per year by each jurisdiction/agency in the future years. As a result, it is anticipated the sufficient funds will be allocated to maintain the existing infrastructure prior to new capital investments.

Operation and maintenance of public transportation is identified by programmed expenditures for FTA Section 5307, Section 5310, and Section 5311 funds. Costs for public transportation are based on the current level of service being maintained with a 3% annual inflation rate for outlying years. These funds are matched with State operating assistance and local dollars. The financial plan shows the public transportation systems will be maintained and operated during the life of the plan.

SECTION A

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

ID	Project Location	Description	Status
TN-1	I-81 Truck Climbing Lane	PIN # 114173 Add an eastbound truck climbing lane from mile marker 60 to Exit 63 to improve congestion	TDOT bid letting December 2016.
TN-2	Entire MTPO Area	National Highway Performance Program (NHPP) Grouping	Continuous
TN-3	Entire MTPO Area	Highway Safety Improvement Program (HSIP) Grouping	Continuous
TN-4	Entire MTPO Area	Surface Transportation Program (STP) Grouping changing to Surface Transportation Block Grant Program (STBG)	Continuous
TN-5 PIN# 105467.00	SR 126 from Center St to I-81	Reconstruction/widening improvements	PE and ROW underway
TN- 6.1 PIN# 112834.03	SR-93, South of Horse Creek to North of Derby Drive.	Improve vertical and horizontal curves and overall safety.	PE and ROW underway
TN- 6.2 PIN# 112834.01	SR-93, North of Davis Rd to North of Fire Hall Road	Improve vertical and horizontal curves and overall safety.	PE and ROW underway
TN- 6.3 PIN# 112834.02	SR-93, Morgan Lane to South of Baileyton Rd.	Improve vertical and horizontal curves and overall safety.	PE and ROW underway
TN-7	Spot Safety Grouping, MTPO Region	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.	Continuous

ID	Project Location	Description	Status
VA-2 UPC # 86598.0	Construction of New Bridges over N. Fork of Holston River.	US 23, Northbound and Southbound lanes	Construction to begin June 2016
VA-3 UPC# 17747	.0486 West of Weber City Limits.	PE and RW only, interchange construction.	No Dates scheduled
VA-4 UPC# 12764	SR 72	PE and RW only,	Project canceled
VA-5 UPC# T13863	U.S 58 and SR224 intersection to TN State line.	Install various safety features, including paved shoulders, guardrails, and rumble strips along areas of need	Complete
VA-6 UPC#104189.00	From 0.50 miles north of intersection with SR 704 to bridge over North Fork of Holston River	Correct geometry of curve located near Holston River bridge by increasing the radii (soften curve)	Construction to begin June 2018
VA-7 UPC#293.00	0.05 miles west of intersection with SR 713 to 0.03 miles East of SR 867-West	Reconstruct section of SR 614 / Yuma Road; includes widening travel lanes and shoulders, adding turn lanes, curb and gutter, softening curves	Under construction

ID	Project Location	Description	Status
L-STP-1	Metro Area Wide Grouping	3R Improvements (Resurfacing,Restoration,Rehabilitation) plus Street Lighting	Continuous
L-STP-2	Metro Area Wide Grouping	Kingsport Signalization Grouping	Continuous
L-STP-2.1 121579.00	Lynn Garden Signal System	Improvements to traffic signals including construction of closed-loop signal sub-system to coordinate traffic signals, signal hardware/software upgrades, multi-direction cameras.	Right of Way phase
L-STP-2.2 120468.00	Capital Purchase of Portable Camera System	The portable traffic camera counting system will improve the data collection within the MTPO planning region. The system includes the ability to count and calculate the turning movement.	Termination of project to bid issues.
L-STP-3 PIN #115497.00	Realignment of Union St from US 11W to Netherland Inn Rd (approximately 3,100 feet)	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	Continuous
L-STP-4	Grouping, Includes mobility path along Wilcox Drive that can serve pedestrian traffic and bicyclists along State Route 126.	Facilities, programs, and planning initiatives for non-motorized transportation alternatives. Projects to be implemented from this program come from the Regional Bicycle and Pedestrian Plan and those supportive of the LRTP's goals and objectives.	Continuous
L-STP-5 121031.00	State Route 126 with Island Road	Signalization of Island Road	
L-STP-6 112965.00	SR 347 Rock Springs Road	SR 347 Rock Springs Road Rebuild/TDOT project	NEPA PHASE
L-STP-7 123325.00	Main Street Kingsport	Resurfacing, repairing curb, sidewalk, additions of bulbouts, ADA enhancements, removal of rail siding, diamond grinding, specific areas of sub-surface repair and rebuild.	NEPA PHASE
L-STP-8	Kingsport Press Road	Resurfacing project	Awaiting contract

ID	Project Location	Description	Status
EN-1 PIN # 30629.01	Begin at westward end of current Greenbelt (near Industry Drive), end just past I-26 bridge (total approximately 1,700 feet)	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.	Complete
EN-2 PIN # 110538.03	Begin at westward end of current Greenbelt in Riverfront Park, end at intersection of Netherland Inn Road and Rotherwood Drive	Construct 2,300 foot extension of Kingsport Greenbelt	Under Construction
TA-1	Eastward from asphalt near the Exchange Place spur to Cleek Rd	Construct approximate one mile extension of Kingsport Greenbelt east from the end of current Greenbelt. Grant has been awarded for this.	NEPA Complete, In Design Phase.
RS-1	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)	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).	Complete
TSRTS-1 PIN # 114393.00	Roadway and Greenbelt segments located within the Jackson School project area	Sidewalk improvements around Jackson School area -- leading to campus area from adjacent neighborhoods and also linking to nearby Kingsport Greenbelt.	Complete

Statewide Grouping Descriptions

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

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

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Grouping Category	Function of Grouping Activities	Allowable Work Types
Highway Safety Improvement Program(HSIP) Grouping **STIP# 1799300**	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 USC, and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. • Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.	• 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 retro-reflectivity that addressesa 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 "HighwayDesign Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Installation of vehicle-to-infrastructure communication equipment. • Pedestrian hybrid beacons. • Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. • Other physical infrastructure projects not specifically enumerated in the list of eligible projects. • Workforce development, training, and education activities

Grouping Category	Function of Grouping Activities	Allowable Work Types
Highway Safety Improvement Program (HSIP) Grouping (continued) STIP# 1799300		**Activities included as part of the Highway Railroad Grade Crossing program:** • Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings • Reconstruction of existing railroad grade crossing structures • Relocation of highways to eliminate grade crossings • Installation of protective devices

Grouping Category	Function of Grouping Activities	Allowable Work Types

Surface Transportation Block Grant Program (STBG) Grouping
 	
STIP# 1799001
	Projects and programs 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 USC 14501,
	• Traffic operations on Federal-aid highways,
	• Bridge and tunnel improvements on public roads,
	• Safety improvements on public roads,
	• Environmental mitigation
	• Scenic and historic highway programs,
	• Landscaping and scenic beautification,
		Activities previously authorized under the Surface Transportation Program (STP):
		• 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 sightdistance
		• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition
		• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps
		• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
		  ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements
		  ○ Traffic Management Center (TMC) operations and utilities
		  ○ Freeway service patrols
		  ○ Traveler information
		• Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures
		• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs thatsupport 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 USC 213(B), 23 USC. 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 Block Grant Program (STBG) Grouping (continued) STIP# 1799001	• Historic preservation, • On- and off-road pedestrian and bicycle facilities, • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, • Community improvement activities, • Recreational Trail Program projects, • Safe Routes to School (SRTS) projects, • Transportation Enhancement projects, • Transportation Alternatives projects, • Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.	**Activities previously authorized under the Transportation Enhancement Program:** ○ Pedestrian and bicycle facilities, safety, and educational activities ○ Acquisition of scenic easements and scenic or historic sites ○ Scenic or historic highway programs ○ Landscaping and other scenic beautification activities ○ Historic preservation ○ Rehabilitation and operation of historic transportation buildings, structures, or facilities ○ Preservation of abandoned railway corridors ○ Inventory, control, and removal of outdoor advertising ○ Archaeological planning and research ○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity ○ Establishment of transportation museums ○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage **Activities previously authorized under the Safe Routes to School Program (SRTS):** • Sidewalk improvements • Traffic calming and speed reduction improvements • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements approximately within 2 miles of a school location • Non-infrastructure related activities: ○ Public awareness campaigns and outreach to press and community leaders ○ Traffic education and enforcement in the vicinity of schools ▪ Student sessions on bicycle and pedestrian safety, health, and environment ▪ Funding for training, volunteers, and managers of safe routes to school program **Activities previously authorized under the Transportation Alternatives Program (TAP):** • Construction, planning, and design of on-road and off-road trail facilities forpedestrians, bicyclists, and other non-motorized forms of transportation, including: ○ Sidewalk improvements ○ Bicycle infrastructure ○ Pedestrian and bicycle signals ○ Traffic calming techniques ○ Lighting and other safety-related infrastructure ○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990

Grouping Category	Function of Grouping Activities	Allowable Work Types

Surface Transportation Block Grant Program (STBG) Grouping
 	
(continued)
 	
STIP# 1799001
	• Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	• Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individualswith disabilities to access daily needs
		• Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
		• Construction of turnouts, overlooks, and viewing areas
		• Community improvement activities, which include but are not limited to:
		  ○ Inventory, control, or removal of outdoor advertising
		  ○ Historic preservation and rehabilitation of historic transportation facilities
		  ○ Vegetation management in transportation rights-of-way to improve roadwaysafety, prevent invasive species, and provide erosion control
		  ○ Archaeological activities relating to impacts from implementation of atransportation project eligible under Title 23 of the USC
		• Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
		  ○ Address stormwater management, control, and water pollution preventionor abatement related to highway construction or due to highway runoff
		  ○ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
		• Recreational Trails Program activities under 23 USC 206
		• SRTS Program infrastructure-related projects, non-infrastructure-related activities (suchas pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions.
		• Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
		Activities previously authorized under the Recreational Trails Program (RTP):
		• Maintenance and restoration of existing recreational trails
		• Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
		• Purchase and lease of recreational trail construction and maintenance equipment
		• Construction of new recreational trails
		• Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
		• Assessment of trail conditions for accessibility and maintenance
		• Development and dissemination of publications and operation of educational programs to promote safety and environmental protection
		• Payment of costs to the State incurred in administering the program

TIP #	L-STBG-1	**TDOT PIN# / VA UPC#**	PIN #115497.00	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	0.56 Miles	**LRTP#**	C-15	**Conformity Status**	N/A
Route/Project Name	Netherland Inn - Stone Drive (US 11W / SR 1) Connecter					**Total Project Cost**	$6,850,000
Termini or Intersection	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 17	PE-N	L-STGB	$50,000	$40,000	$0	$10,000
FY-19	PE-D	L-STGB	$400,000	$320,000	$0	$80,000
FY-20	ROW, CONST	L-STGB	$3,200,000	$2,240,000	$0	$560,000
FY-21	ROW, CONST	L-STBG	$3,200,000	$2,560,000		$640,000

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

NEPA document being developed during FY 2017 using various alternatives developed in previous study.

TIP #	L-STBG-3	**TDOT PIN# / VA UPC#**	121031.00	**Priority**		**Lead Agency**	City of Kingsport
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 17	PE, ROW, CONST	L-STBG	$360,000	$330,000	$30,000	$0

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

The state funds are to match the geometric intersection improvements. Signal improvements are 100 % Federal funds.
Project moved forward from Fy 14.

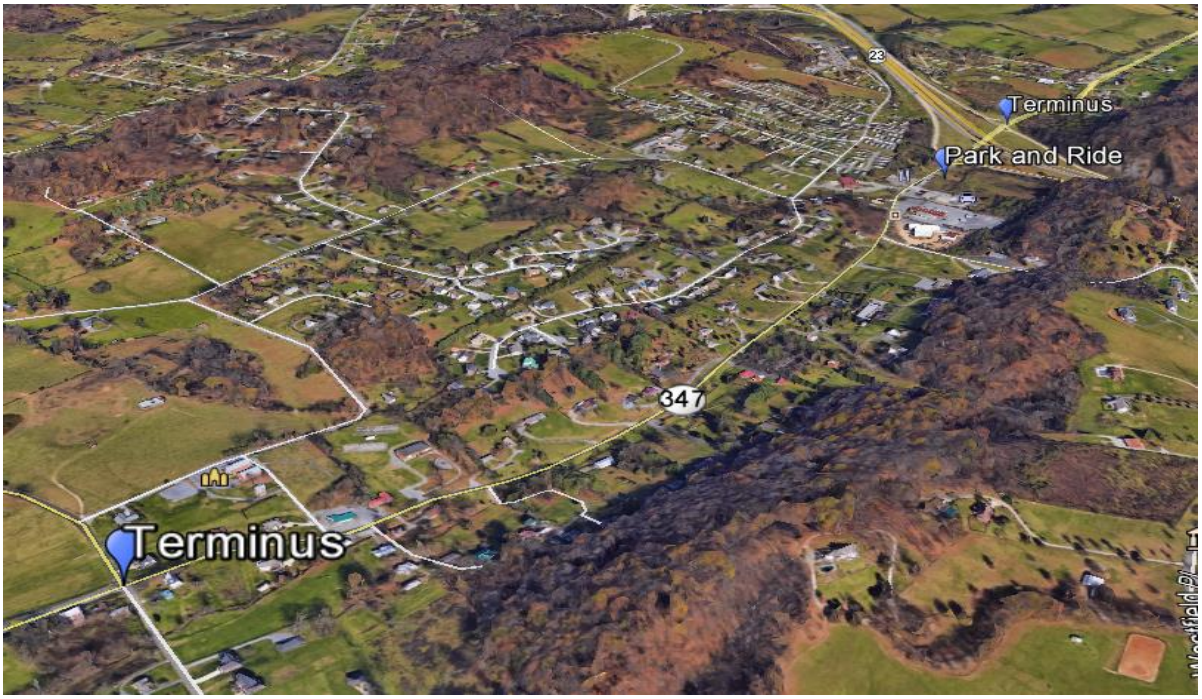
TIP #	L-STBG-4	**TDOT PIN# / VA UPC#**	112965.00	**Priority**		**Lead Agency**	TDOT
County	Sullivan	**Length**	1.2 Miles	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	SR 347 Rock Springs Road Rebuild/TDOT project					**Total Project Cost**	$6,000,000
Termini or Intersection	Intersection of State Route 126 (Memorial Boulevard) with Island Road						
Project Description	Reconstruction of portions of SR 347 beginning at I-26 and ending at Cox Hollow Rd, including widening of shoulders, addition of turn lanes, mobility path and park and ride lot.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-17	ROW	L-STBG	$1,250,000	$1,000,000	$250,000	$0
FY-18	CONST	L-STBG	$4,000,000	$400,000	$3,600,000	$0

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

MTPO will provide $2.0 M in ROW and PE, TDOT has agreed to complete the project per state route.

FY-16	PE-D	L-STBG	$750,000	$600,000	$150,000	**$0**



TIP #	L-STBG-5	**TDOT PIN# / VA UPC#**	123325.00	**Priority**		**Lead Agency**	City of Kingsport
County	Sullivan	**Length**	1.1 Miles	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Main Street Kingsport Rebuild					**Total Project Cost**	$1,700,000
Termini or Intersection	Main St. from Sullivan St. to Market St.						
Project Description	Resurfacing, repairing curb, sidewalk, additions of bulbouts, ADA enhancements, removal of rail siding, diamond grinding, specific areas of sub-surface repair and rebuild.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-17	PE-N, PE-D, ROW, CONST	L-STBG	$1,100,000	$880,000		$220,000

Remarks			**Amendment Number**		**Adjustment Number**	
FY-16	PE-N, PE-D, ROW	L-STBG	$600,000	$480,000		$120,000

TIP #	L-STBG-6	TDOT PIN# / VA UPC#	123791.00	Priority		Lead Agency	Church Hill
County	Hawkins	Length	.82 Miles	LRTP#		Conformity Status	
Route/Project Name	Kingsport Press Road Resurfacing			Total Project Cost	$350,000		
Termini or Intersection	Kingsport Press Rd from SR1 to Greenland Park Rd.						
Project Description	Resurfacing and ancillary improvements.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY17	CONST	L-STBG	$300,000	$240,000		$60,000

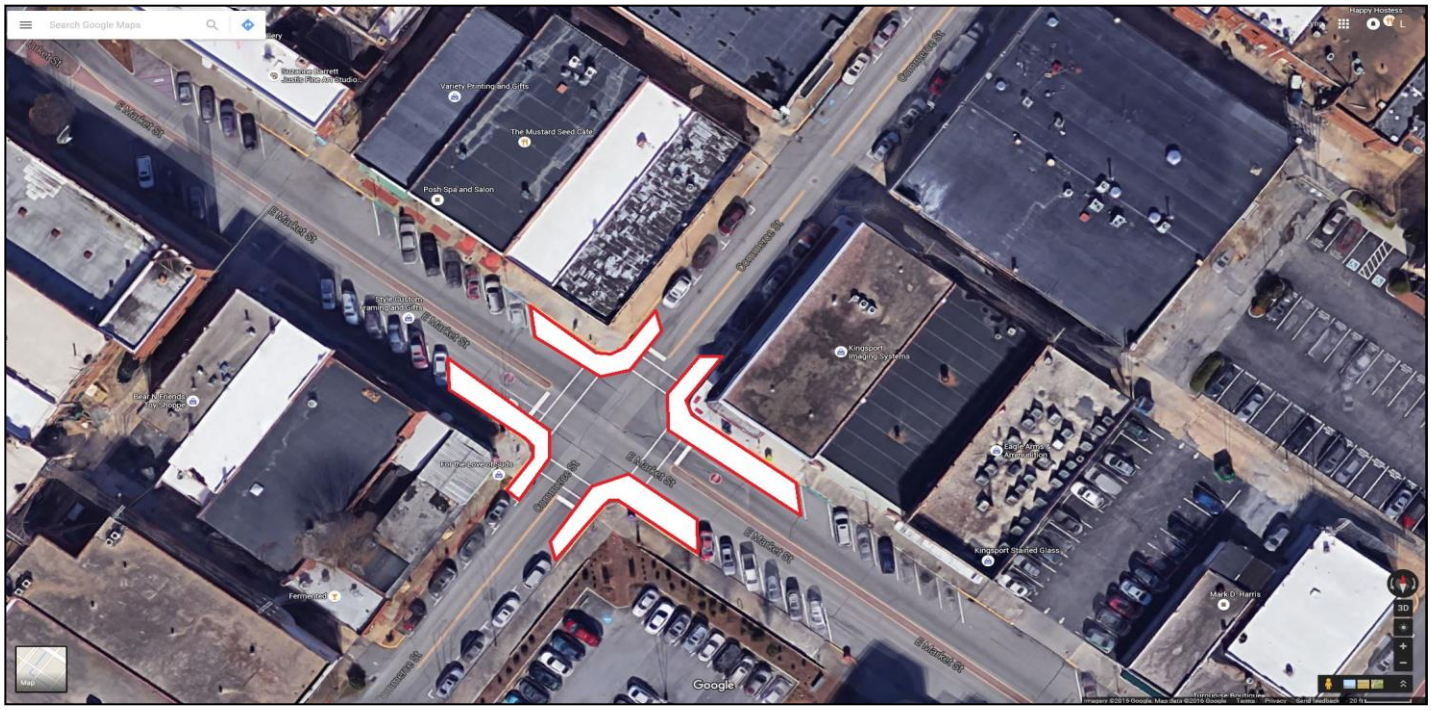
Remarks			Amendment Number		Adjustment Number	
FY16	PE-D/ PE-N	L-STBG	$50,000	$40,000		$10,000

TIP #	L-STBG-7	**TDOT PIN# / VA UPC#**		**Lead Agency**	City of Kingsport
County	Sullivan	**Length** n/a	**LRTP#** Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Downtown Bulbout/ Pedestrian Safety Enhancements Projects			**Total Project Cost**	$200,000
Termini or Intersection	Intersection of Commerce Street & Market Street				
Project Description	Creation of enhanced crosswalks/bulbouts in the heavily pedestrian intersections along Commerce street. ATRA's , landscaping, pedestrian scale lighting are also included in this project.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY - 18	ROW/CONST	L-STBG	$160,000	$128,000		$32,000

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

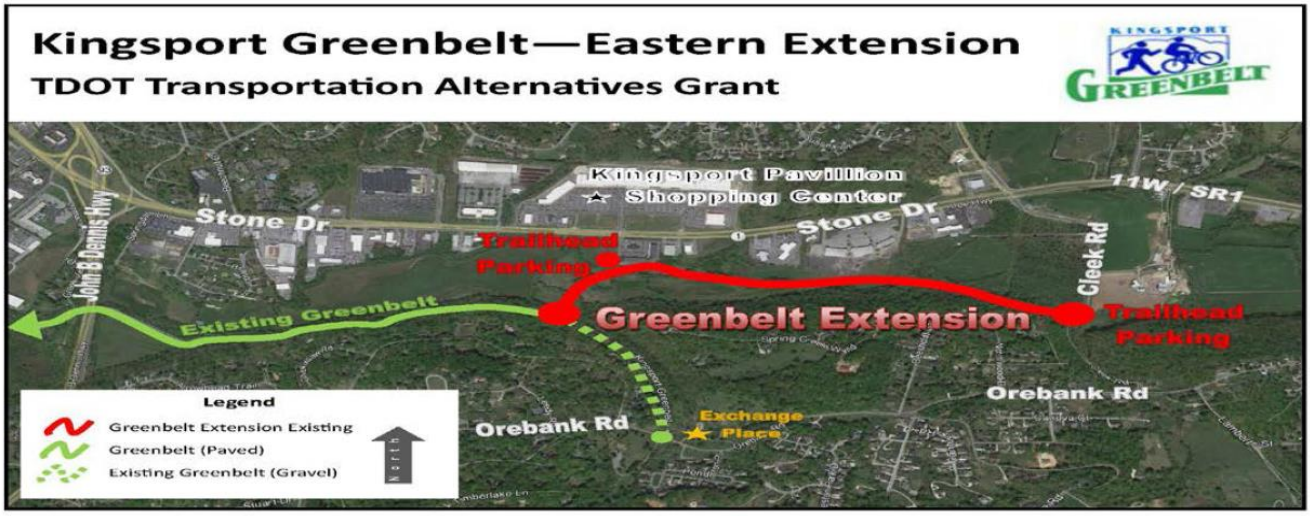
FY-16	PE-N/PE-D	L-STBG	$40,000	$32,000		$8,000



TIP #	TAP-1	**TDOT PIN# / VA UPC#**	118524.01	**Priority**		**Lead Agency**	City of Kingsport
County	Sullivan	**Length**	approx. 1 mile	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Transportation Alternatives Grant Project - East to Cleek Road					**Total Project Cost**	$1,090,000
Termini or Intersection	Eastward from asphalt near the Exchange Place spur to Cleek Rd						
Project Description	Construct an approximate one mile extension of Kingsport Greenbelt walking and biking path east from the end of current Greenbelt to Cleek rd. Grant has been awarded for this.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-17	CONST	TAP	$940,000	$752,000		$188,000

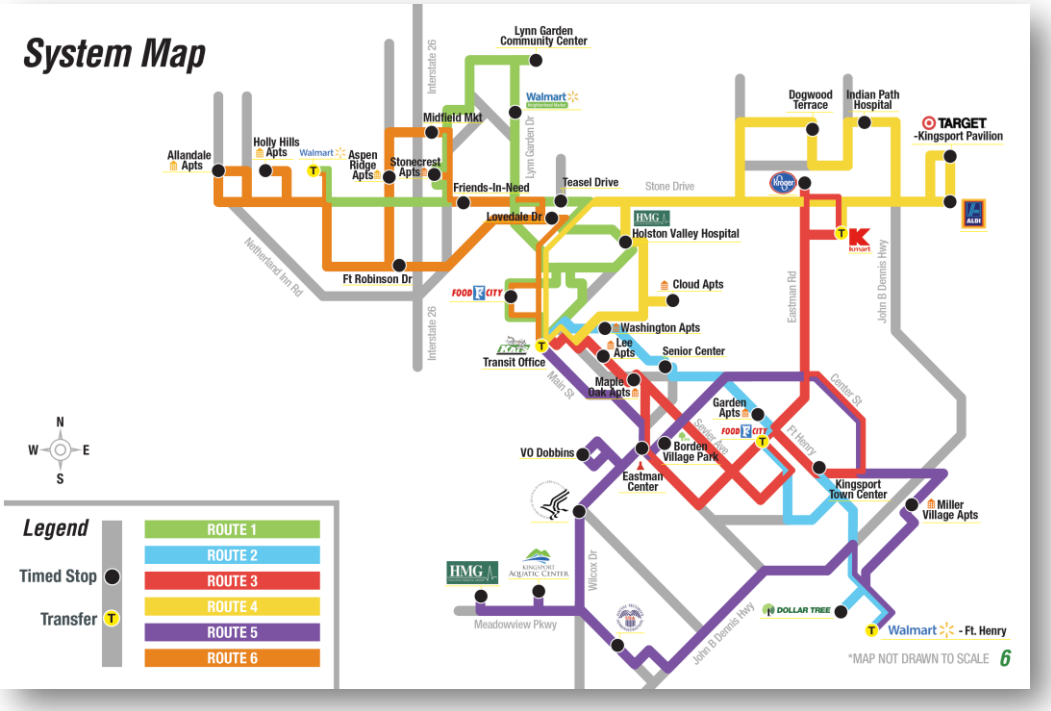
Remarks		**Amendment Number**			**Adjustment Number**	
FY-16	PE, ROW	Local	$150,000			$150,000



TIP #	PT-1	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	tent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Operations					**Total Project Cost**	$9,000,000
Termini or Intersection	N/A						
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 17	Operation	FTA 5307	$1,600,000	$800,000	$400,000	$400,000
FY 18	Operation	FTA 5307	$1,700,000	$850,000	$425,000	$425,000
FY 19	Operation	FTA 5307	$1,800,000	$900,000	$450,000	$450,000
FY 20	Operation	FTA 5307	$1,900,000	$950,000	$475,000	$475,000
FY 21	Operation	FTA 5307	$2,000,000	$1,000,000	$500,000	$500,000

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



TIP #	PT-2a	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	tent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Capital					**Total Project Cost**	$2,866,776
Termini or Intersection	N/A						
Project Description	Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, 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 and infrastructure.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY 18	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY 19	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY 20	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY 21	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000

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

Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, 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 and infrastructure.

TIP #	PT-2b	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	tent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Capital					**Total Project Cost**	$2,866,776
Termini or Intersection	N/A						
Project Description	Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, 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 and infrastructure.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	Capital	FTA 5339	$438,776	$372,960	$32,908	$32,908
FY 18	Capital	FTA 5339	$107,000	$90,950	$8,025	$8,025
FY 19	Capital	FTA 5339	$107,000	$90,950	$8,025	$8,025
FY 20	Capital	FTA 5339	$107,000	$90,950	$8,025	$8,025
FY 21	Capital	FTA 5339	$107,000	$90,950	$8,025	$8,025

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

Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, 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 and infrastructure.

TIP #	PT-3	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	tent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Planning					**Total Project Cost**	$175,000
Termini or Intersection	N/A						
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 17	Planning	FTA 5307	$50,000	$40,000	$5,000	$5,000
FY 18	Planning	FTA 5307	$50,000	$40,000	$5,000	$5,000
FY 19	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500
FY 20	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500
FY21	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500

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

TIP #	PT-4	**TDOT PIN# / VA UPC#**	New (to be assigned)	**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	N/A	**LRTP#**	tent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	KATS Comprehensive Transit Facility					**Total Project Cost**	$8,250,000
Termini or Intersection	Kingsport Foundry Site; bounded by Sullivan, Main, Unicoi						
Project Description	Construct a comprehensive transit facility for passenger boarding and transferring, as well as to house various transit related functions related to operating and administrating services.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	PE-D	FTA 5307	$350,000	$280,000	$35,000	$35,000
FY 17	ROW	FTA 5307	$520,000	$416,000	$52,000	$52,000
FY 18	CONST	FTA 5307	$7,150,000	$5,720,000	$715,000	$715,000

Remarks		**Amendment Number**		**Adjustment Number**	
NEPA performed during previous TIP. Image shown is conceptual only and subject to change.					

Table 3

FY2017 through FY2021

Kingsport Area Transit Service Summary

Tennessee

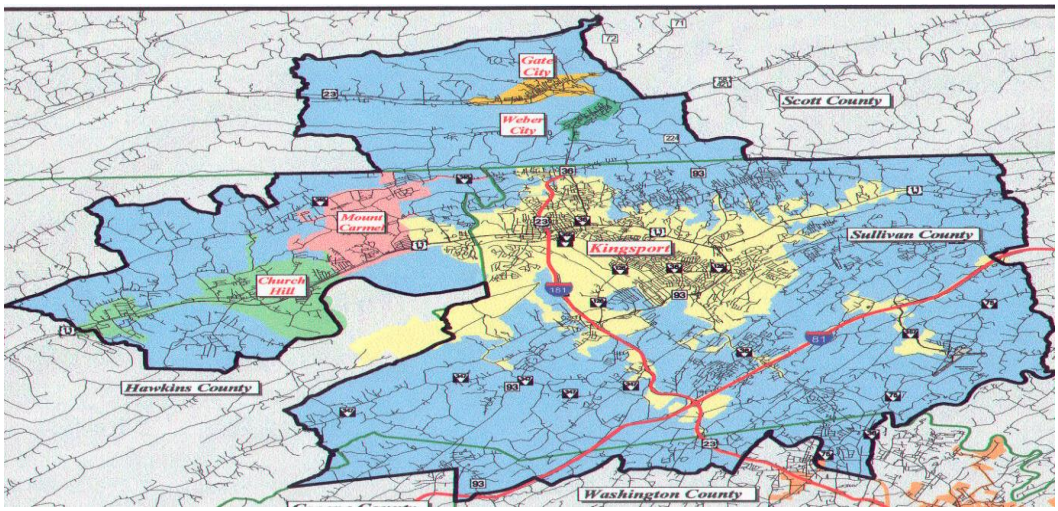
Funding Source/Amount Allocated	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**
	Available	**Available**	**Available**	**Available**	**Available**
FTA - 5307-Operating Funds (OP)	$800,000	$850,000	$900,000	$950,000	$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$360,000	$360,000	$340,000	$340,000	$340,000
FTA - 5307 - NEPA, PE ROW, CONST	$696,000	$5,720,000	$0	$0	$0
FTA - 5339 - Capital (CAP)	$372,960	$90,950	$90,950	$90,950	$90,950
State Match Funds (OP)	$400,000	$425,000	$450,000	$475,000	$500,000
State Match Funds (CAP, PL)	$45,000	$45,000	$42,500	$42,500	$42,500
State Match Funds - NEPA, PE, ROW, CONST	$87,000	$715,000	$0	$0	$0
Local Match Funds (OP)	$400,000	$425,000	$450,000	$475,000	$500,000
Local Match Funds (CAP, PL)	$45,000	$45,000	$42,500	$42,500	$42,500
Local Match Funds - NEPA, PE, ROW, CONST	$87,000	$715,000	$0	$0	$0
Total Allocated	**$3,292,960**	**$9,390,950**	**$2,315,950**	**$2,415,950**	**$2,515,950**
Amount Programmed to be Utilized	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**
FTA - 5307-Operating Funds (OP)	$800,000	$850,000	$900,000	$950,000	$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$360,000	$360,000	$340,000	$340,000	$340,000
FTA - 5307 - NEPA, PE ROW, CONST	$696,000	$5,720,000	$0	$0	$0
FTA - 5339 - Capital (CAP)	$372,960	$90,950	$90,950	$90,950	$90,950
State Match Funds (OP)	$400,000	$425,000	$450,000	$475,000	$500,000
State Match Funds (CAP, PL)	$45,000	$45,000	$42,500	$42,500	$42,500
State Match Funds - NEPA, PE, ROW, CONST	$87,000	$715,000	$0	$0	$0
Local Match Funds (OP)	$400,000	$425,000	$450,000	$475,000	$500,000
Local Match Funds (CAP, PL)	$45,000	$45,000	$42,500	$42,500	$42,500
Local Match Funds - NEPA, PE, ROW, CONST	$87,000	$715,000	$0	$0	$0
Total Programmed	**$3,292,960**	**$9,390,950**	**$2,315,950**	**$2,415,950**	**$2,515,950**
Amount Remaining	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2021**
FTA - 5307-Operating Funds (OP)	$0	$0	$0	$0	$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$0	$0	$0	$0	$0
FTA - 5307 - NEPA, PE ROW, CONST	$0	$0	$0	$0	$0
FTA - 5339 - Capital (CAP)	$0	$0	$0	$0	$0
State Match Funds (OP)	$0	$0	$0	$0	$0
State Match Funds (CAP, PL)	$0	$0	$0	$0	$0
State Match Funds - NEPA, PE, ROW, CONST	$0	$0	$0	$0	$0
Local Match Funds (OP)	$0	$0	$0	$0	$0
Local Match Funds (CAP, PL)	$0	$0	$0	$0	$0
Local Match Funds - NEPA, PE, ROW, CONST	$0	$0	$0	$0	$0
Total Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

TIP #	TN-1	**TDOT PIN# / VA UPC#**		**Priority**		**Lead Agency**	TDOT - 82110
STIP#	82050						
County	Sull., Hawk.	**Length**	variable	Consistent w/ LRTP		**Conformity Status**	N/A
Route/Project Name	National Highway Performance Program (NHPP)					**Total Project Cost**	$1,563,958
Termini or Intersection	Sullivan and Hawkins County						
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, REHABILITATION, PRESERVATION, ROCKFALL MITIGATION, SIDEWALKS TRAFFIC CALMING, PEDESTRIAN AND OR BICYCLE FACILITIES, ITS OPERATIONS, MAINTENANCE, POWER, COMMUNICATIONS, CONSTRUCTION, OPERATE THE TN 511 SYSTEM, FREEWAY SERVICE PATROLS, TRAFFIC DIVERSION, NON-INFRASTRUCTURE, SCHOOL AND OTHER FLASHING SIGNALS,BRIDGE AND TUNNEL INSPECTION, RAIL-HIGHWAY GRADE CROSSING IMPROVEMENTS, ENHANCEMENT ACTIVITIES, ETC.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	PE, ROW, CONST	NHPP	$390,900	$312,792	$78,198	$0
FY 18	PE, ROW, CONST	NHPP	$390,900	$312,792	$78,198	$0
FY 19	PE, ROW, CONST	NHPP	$390,900	$312,792	$78,198	$0
FY 20	PE, ROW, CONST	NHPP	$390,900	$312,792	$78,198	$0
FY 21	PE, ROW, CONST	NHPP				$0

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

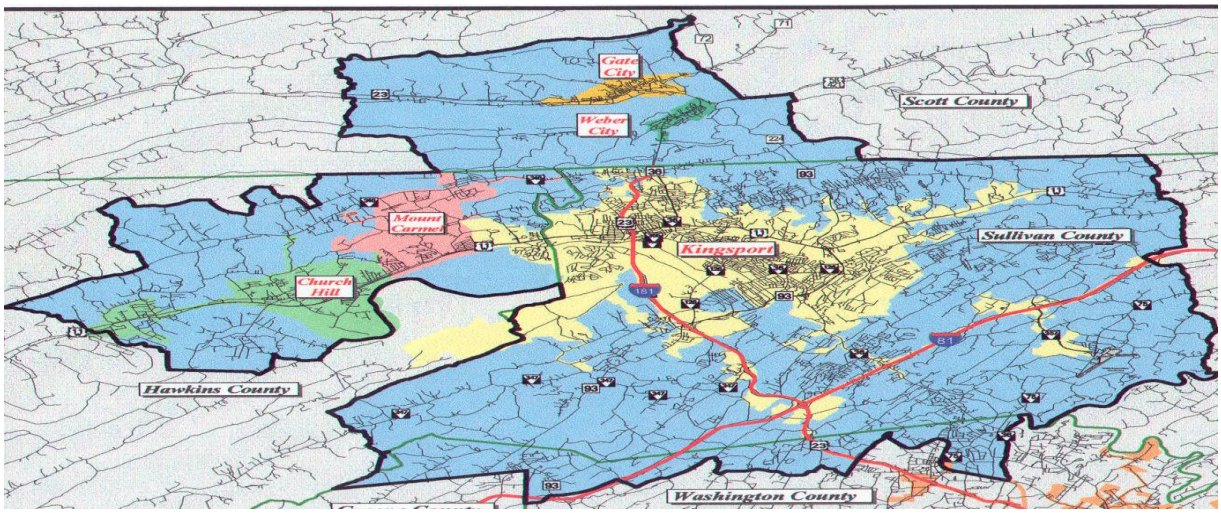
National Highway Performance Program and Surface Transportation Program funds are used to implement improvements along major thoroughfares within the MPO area that include, but are not limited to, maintenance and operations, repairs and rehabilitation, and new projects where needed. These are all compatible with the LRTP through the TSM element and recommended long-range improvements.



TIP #	TN-2	**TDOT PIN# / VA UPC#**	Group	**Priority**		**Lead Agency**	TDOT
STIP#	**82060**						
County	Sull., Hawk.	**Length**		**LRTP#**	w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Highway Safety Improvement Program (HSIP) Grouping					**Total Project Cost**	$623,736
Termini or Intersection	Sullivan and Hawkins County						
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 DEVELOPMENT, TRAINING AND EDUCATION ACTIVITIES, ALIGNMENT, INTERSECTION INTERCHANGE IMPROVEMENTS, SIGNALIZATION, GUARDRAIL, LIGHTING, MARKING, RAILROAD CROSSINGS, RAILROAD CROSSING PADS, BELLS, LIGHTS, GATES, PAVEMENT MARKINGS, BRIDGE AND TUNNEL INVENTORY AND INSPECTIONS ON ALL PUBLIC ROADS, ETC.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	PE, ROW, CONST	HSIP	$155,934	$140,341	$15,593	$0
FY 18	PE, ROW, CONST	HSIP	$155,934	$140,341	$15,593	$0
FY 19	PE, ROW, CONST	HSIP	$155,934	$140,341	$15,593	$0
FY 20	PE, ROW, CONST	HSIP	$155,934	$140,341	$15,593	$0

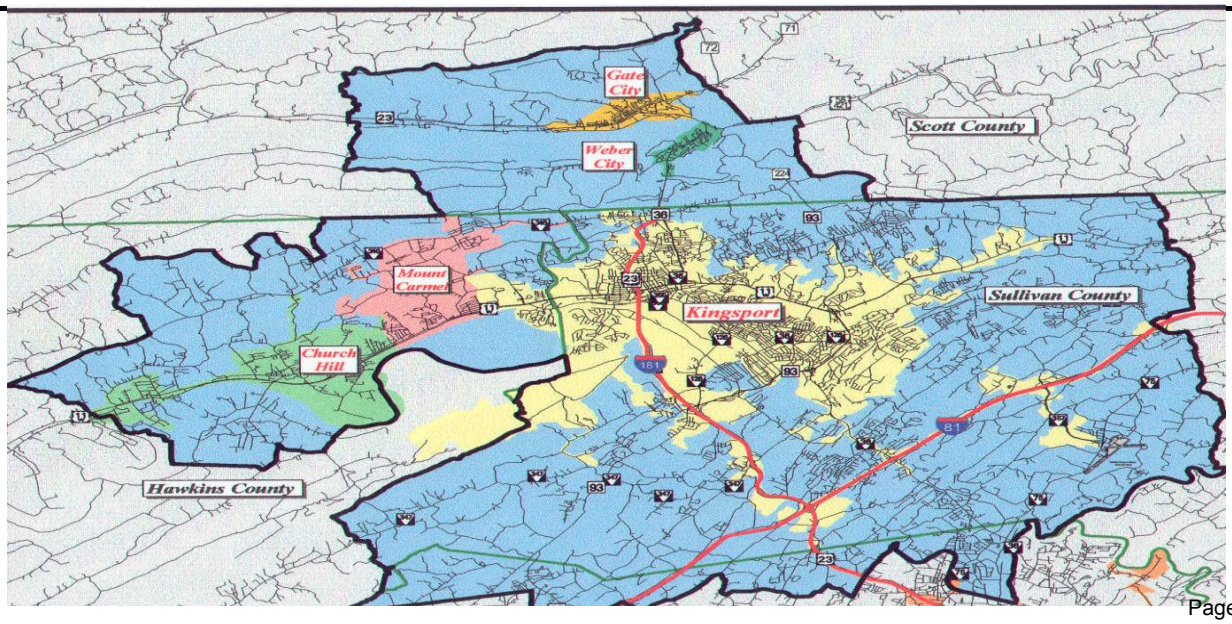
Remarks		**Amendment Number**		**Adjustment Number**	



TIP #	TN-3	**TDOT PIN# / VA UPC#**	Group	**Priority**		**Lead Agency**	TDOT
STIP #	**82040**						
County	Sull., Hawk.	**Length**	N/A	**LRTP#**	nt w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Surface Transportation Block Grant Program (STBG) Grouping					**Total Project Cost**	$5,842,168
Termini or Intersection	Sullivan and Hawkins County						
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, REHABILITATION, PRESERVATION, ROCKFALL MITIGATION, SIDEWALKS TRAFFIC CALMING, PEDESTRIAN AND OR BICYCLE FACILITIES, ITS OPERATIONS, MAINTENANCE, POWER, COMMUNICATIONS, CONSTRUCTION, OPERATE THE TN 511 SYSTEM, FREEWAY SERVICE PATROLS, TRAFFIC DIVERSION, NON-INFRASTRUCTURE, SCHOOL AND OTHER FLASHING SIGNALS, BRIDGE AND TUNNEL INSPECTION, RAIL-HIGHWAY GRADE CROSSING IMPROVEMENTS, ENHANCEMENT ACTIVITIES, ETC.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	PE, ROW, CONST	S-STBG	$1,460,542	$1,168,434	$292,108	$0
FY-18	PE, ROW, CONST	S-STBG	$1,460,542	$1,168,434	$292,108	$0
FY 19	PE, ROW, CONST	S-STBG	$1,460,542	$1,168,434	$292,108	$0
FY 20	PE, ROW, CONST	S-STBG	$1,460,542	$1,168,434	$292,108	$0

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



TIP #	TN-4	**TDOT PIN# / VA UPC#**	Group	**Priority**		**Lead Agency**	TDOT
STIP #	**82030**						
County	Sull., Hawk.	**Length**	N/A	**LRTP#**	w/ LRTP	**Conformity Status**	N/A

Route/Project Name

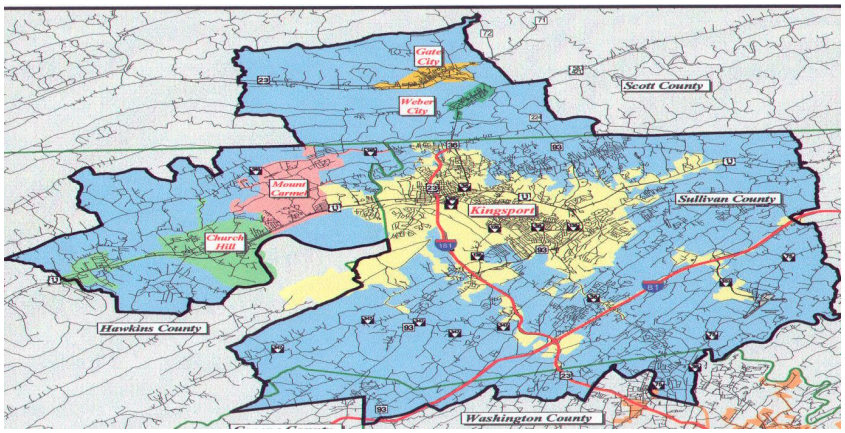
Total Project Cost $65,000

Termini or Intersection Sullivan and Hawkins County

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 DEVELOPMENT, TRAINING AND EDUCATION ACTIVITIES, ALIGNMENT, INTERSECTION INTERCHANGE IMPROVEMENTS, SIGNALIZATION, GUARDRAIL, LIGHTING, MARKING, RAILROAD CROSSINGS, RAILROAD CROSSING PADS, BELLS, LIGHTS, GATES, PAVEMENT MARKINGS, BRIDGE AND TUNNEL

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	PE, ROW, CONST	PHSIP	$16,250	$14,625	$1,625	$0
FY-18	PE, ROW, CONST	PHSIP	$16,250	$14,625	$1,625	$0
FY 19	PE, ROW, CONST	PHSIP	$16,250	$14,625	$1,625	$0
FY 20	PE, ROW, CONST	PHSIP	$16,250	$14,625	$1,625	$0

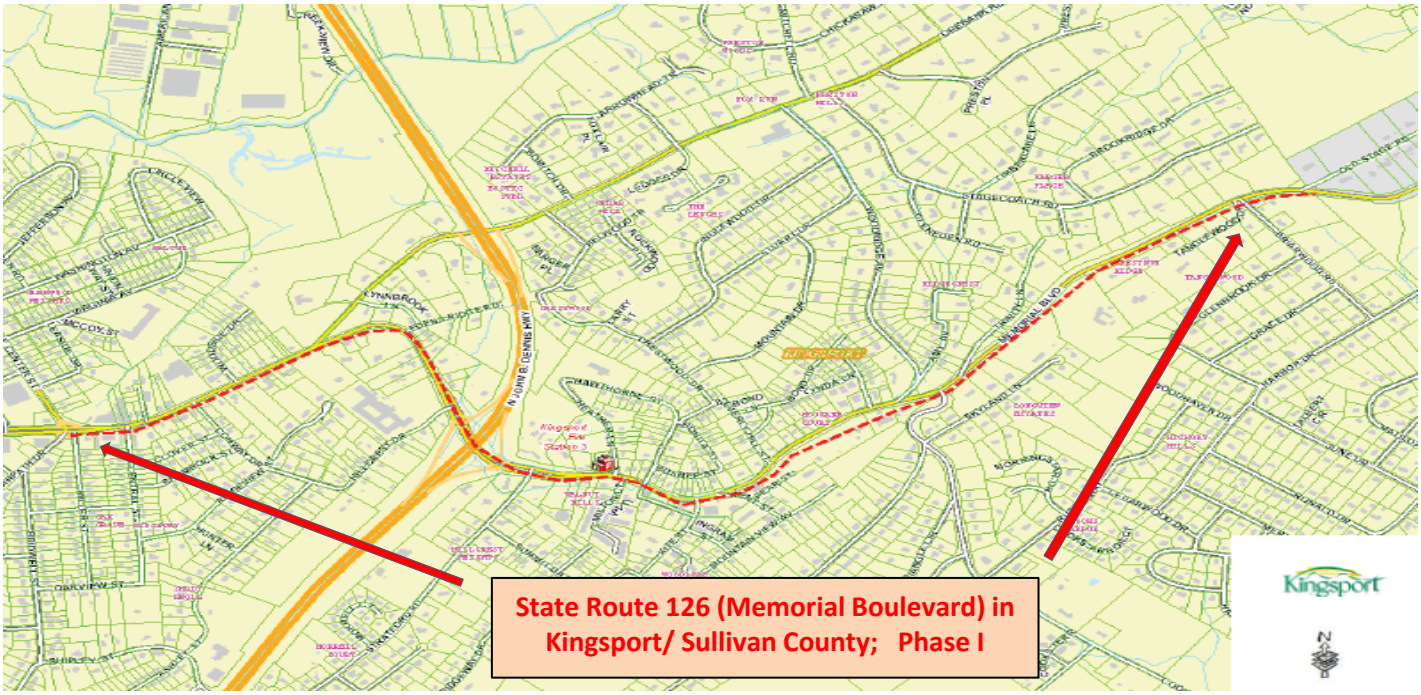
Remarks **Amendment Number** **Adjustment Number**



TIP #	TN-5	**TDOT PIN# / VA UPC#**	PIN # 105467.01	**Priority**		**Lead Agency**	TDOT
STIP	**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**	$50,000,000
Termini or Intersection	From East Center Street in Kingsport to East of Cook's Valley Road						
Project Description	WIDEN VARIOUS SECTIONS FROM 2 TO 3 LANES, 2 TO 4 LANES, 2 TO 5 LANES, INCLUDING TURN LANES, TRUCK CLIMBING LANES AND MEDIANS.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-17	ROW	STBG	$6,000,000	$4,800,000	$1,200,000	$0

Remarks				**Amendment Number**		**Adjustment Number**	
FY 14	PE-D	S-STP	$1,000,000	$800,000	$200,000	$0



TIP #	TN-6	**TDOT PIN# / VA UPC#**	PIN # 114173.00	**Priority**		**Lead Agency**	TDOT
STIP #	**82010**						
County	Sullivan	**Length**	2.8 Miles	**LRTP#**	I-2a	**Conformity Status**	N/A

Route/Project Name Interstate 81 Truck Climbing Lane **Total Project Cost** $10,400,000

Termini or Intersection EASTBOUND TRUCK CLIMBING LANE FROM JUST EAST OF THE BRIDGE OVER PATRICK HENRY LAKE TO THE AIRPORT PARKWAY (SR-357) INTERCHANGE.

Project Description CONSTRUCT TRUCK CLIMBING LANE.

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	CONST	ACNHPP	$9,400,000	$0	$9,400,000	$0

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 improvements to the interstate system is an important part of maintaining acceptable traffic flow through the region.

Kingsport MTPO 2017 - 2021 TIP Highway Funding Summary

Tennessee Highway Totals for FY 17

Funding Source	Total Programmed Funds	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed Balance
ACNHPP	$9,400,000	$0	$9,400,000	$0			
HPP							
HSIP	$155,934	$140,341	$15,593			0	
PHISP	$16,250	$14,625	$1,625			0	
NHPP						0	
S-STBG (State)	$7,460,542	$5,968,434	$1,492,108			0	
L-STP (Local)*	$3,060,000	$2,490,000	$250,000	$320,000	-$570,000	$1,760,000	$1,190,000
TAP - SRTS	$0	$0	$0	$0	$0	0	
TAP - Gen	$940,000	$752,000		$188,000			
EN							
O & M (State)	$14,390,000		$14,390,000				
O & M (Local)	$3,940,000	$0	$0	$3,940,000	$0	0	
Totals:	**$39,362,726**	**$9,365,400**	**$25,549,326**	**$4,448,000**	**$0**		

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

484000 added from previous TIP

Tennessee Highway Totals for FY 18

Funding Source	Total Programmed Funds	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed Balance
ACNHPP							
HPP							
HSIP	$155,934	$140,341	$15,593				
PHSIP	$16,250	$14,625	$1,625				
NHPP							
S-STBG (State)	$1,460,542	$1,168,434	$292,108				
L-STP (Local)*	$4,160,000	$528,000	$3,600,000	$32,000	$21,566	$1,280,000	$1,301,566
TAP - SRTS							
TAP - Gen							
O & M (State)							
O & M (Local)							
Totals:	**$5,792,726**	**$1,851,400**	**$3,909,326**	**$32,000**	**$0**		

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

Tennessee Highway Totals for FY 19

Funding Source	Total Programmed Funds	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed Balance
ACNHPP							
HPP							
HSIP	$155,934	$140,341	$15,593				
PHSIP	$16,250	$14,625	$1,625				
NHPP							
S-STBG (State)	$1,460,542	$1,168,434	$292,108				
L-STP (Local)*	$400,000	$320,000	$0	$80,000	$981,566	$1,280,000	$2,261,566
TAP - SRTS							
TAP - Gen							
O & M (State)							
O & M (Local)							
Totals:	**$2,032,726**	**$1,643,400**	**$309,326**	**$80,000**	**$0**		

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

Tennessee Highway Totals for FY 20

Funding Source	Total Programmed Funds	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed Balance
ACNHPP							
HPP							
HSIP	$155,934	$140,341	$15,593				
PHISP	$16,250	$14,625	$1,625				
NHPP							
S-STBG (State)	$1,460,542	$1,168,434	$292,108	$0	$0		
L-STP (Local)*	$2,800,000	$2,240,000	$0	$560,000	$21,566	$1,280,000	$1,301,566
TAP - SRTS							
TAP - Gen							
O & M (State)							
O & M (Local)							
Totals:	**$4,432,726**	**$3,563,400**	**$309,326**	**$560,000**	**$0**		

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

Tennessee Highway Totals for FY 21

Funding Source	Total Programmed Funds	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available unprogramed Balance
ACNHPP							
HPP							
HSIP							
PHISP							
NHPP							
S-STBG (State)							
L-STP (Local)*	$7,632,726	$2,560,000	$0	$640,000	-$1,258,434	$1,280,000	$21,566
TAP - SRTS							
TAP - Gen							
O & M (State)							
O & M (Local)							
Totals:	**$7,632,726**	**$2,560,000**	**$0**	**$640,000**	**$0**		

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

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