

Johnson City Metropolitan Transportation Planning Organization

Serving

Elizabethton, Johnson City, Jonesborough, a small portion of the town of Unicoi, and parts
of Carter and Washington Counties.

Transportation Improvement Program FY 2011-2014

*Si usted necesita este documento resumido en español contacta por favor al Coordinador
del MPO. Número de teléfono (423) 434-6272,
Correo electrónico: jcmpo@jcmpo.org

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

**FY 2011-2014 Johnson City Transportation Improvement Program
“Self Certifications and Federal Certifications”**

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

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

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

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

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

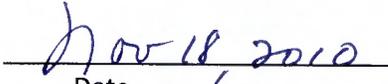
WHEREAS, the Johnson City MTPO does hereby certify that the requirements of U.S. Code 23 of the Federal Regulations 450.334 are met.

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

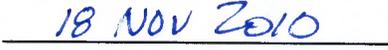
SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS
23CFR 450.334

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


Chairperson
MTPO Executive Board


Date


Chairperson
MTPO Executive Staff


Date

RESOLUTION 2010-14

RESOLUTION ADOPTING 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

WHEREAS, in accordance with Federal requirements of the U.S. Department of Transportation, elements of the transportation planning process are to receive final approval from the Metropolitan Transportation Planning Organization; and

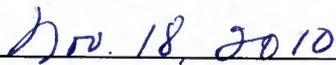
WHEREAS, the Transportation Improvement Program is prepared to document the cooperatively developed program of transportation projects select to be advanced during the program period; and

WHEREAS, no local highway and transit projects are eligible for Federal funds until they are programmed in the Transportation Improvement Program, and

WHEREAS, the Johnson City Metropolitan Transportation Planning Organization develop the Fiscal Year 2011-2014 Transportation Improvement Program, which represents project priorities and funding allocations for a four-year program of projects.

NOW THEREFORE, be it resolved the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby approve and adopts the Johnson City MTPO 2011-2014 Transportation Improvement Program.


MTPO Executive Board, Chairperson


Date


MTPO Executive Staff, Chairperson


Date

Acronym List

3(R)	Resurfacing, Rehabilitation or Restoration
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BRR-L	Bridge Replacement Local
BRR-S	Bridge Replacement State
BRBD	Bridge Replace Bridge Bond
CAA	Clean Air Act
CN	Construction
E+C	Existing plus Committed
EN	Enhancement Grant
EPA	Environmental Protection Agency
ES	Economic Stimulus
ETSU	East Tennessee State University
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HAZMAT	Hazardous Materials
HPP	High Priority Project (Congressional Earmarks)
HSIP	Highway Safety Improvement Program
IAC	Interagency Consultation
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems
LOCAL STP	See STP-Local
LM	Log Mile
LN(s)	Lane(s)
L RTP	Long Range Transportation Plan
Maint.	Maintenance
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTPO	Metropolitan Transportation Planning Organization (same as MPO)
NHS	National Highway System
OAP	Operating and Assistance (TDOT)
OMB	Office of Management and Budget
OS	Optional Safety Project
PE	Preliminary Engineering
PM	Preventative Maintenance
ROW	Right of Way
SAFETEA-LU	Safe, Accountable, Flexible Transportation Equity Act - Legacy for Users
SR	State Route
STIP	State Transportation Improvement Program
STP-L	Surface Transportation Program – Local
STP-S	Surface Transportation Program - State
STP-En	Surface Transportation Program – Enhancement
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Plan
TPR	Transportation Planning Report
TCSP	Transportation Community and System Preservation
TDEC	Tennessee Department of Environment & Conservation
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
TN	Tennessee
USC	United States Code
VA	Veteran’s Administration
VMT	Vehicles Miles Traveled

**The Johnson City MPO
Vision Statement**

“The Johnson City MTPO envisions a transportation system that is safe, efficient, well-maintained and provides the public with transportation choices while remaining sensitive to regional economic growth, population growth, socio-cultural character and environmental resources.”

INTRODUCTION

The Johnson City Metropolitan Transportation Planning Organization (MTPO) was established in 1982, to coordinate transportation planning activities within the Johnson City Urbanized Area. As required by federal transportation legislation, the MTPO develops and regularly updates a Transportation Improvement Program (TIP). The purpose of the TIP is to identify and program all transportation projects funded by title 23 U.S.C. and title 49 U.S.C. Chapter 53 within the Johnson City MTPO Study Area.

These projects include improvements to streets, highways, transit services and capital improvements, bicycle and pedestrian facilities, and transportation enhancement projects. Before a project can be considered in the TIP the project must be included in the MTPO's current Long Range Transportation Plan or be consistent with the plan.

The TIP is cooperatively developed at least every four years, compatibly with the Statewide Transportation Improvement Program (STIP), and approved by the Executive Board and the Governor. The TIP contains all federally funded and regionally significant locally funded projects. The TIP includes proposed federally funded capital and non capital surface transportation projects or project phases. It was developed through a comprehensive, continuing and cooperative effort with the Federal Highway Administration, Federal Transit Administration, Tennessee Department of Transportation (TDOT), local transit operators, the public, and other interested parties.

While the TIP is developed cooperatively by the MTPO, it is the *responsibility of each city* to implement projects in their jurisdictions. If a local jurisdiction desires to manage a project and meets all requirements set forth by TDOT to manage a project, they must contact TDOT, Office of Local Programs, before proceeding. If TDOT is managing the project for a local jurisdiction it is *still the responsibility* of that jurisdiction to contact the Office of Local Programs, to **initiate** the project.

MTPO Study Area

The Johnson City MTPO Study Area is located within the Johnson City Metropolitan Statistical Area (MSA)¹ in Northeast Tennessee. The MTPO Study Area includes the Johnson City Urbanized Area, as defined by the U.S. Census Bureau. To plan for future growth and transportation needs, the MTPO has established a study area that extends beyond the Urbanized Area. The jurisdictions included in the MTPO Study Area are Elizabethton, Johnson City, Jonesborough, a small section of the town of Unicoi and certain unincorporated parts of Carter and Washington Counties.

The region is served by Interstates 81 and 26, with I-81 being the primary link to northern markets in Virginia and beyond, while Interstate 26 provides a direct link east from the mountains of Tennessee to the Port of Charleston, South Carolina. The Johnson City MTPO Study Area is shown in Figure 1. In addition to the Interstate system the Johnson City MTPO Study Area is served by US 11-E, US 19-E, US 23, and US 321 which provide additional linkages to the region.

¹ <http://www.census.gov/population/www/estimates/metrodef.html>

Johnson City MTPO Study Area

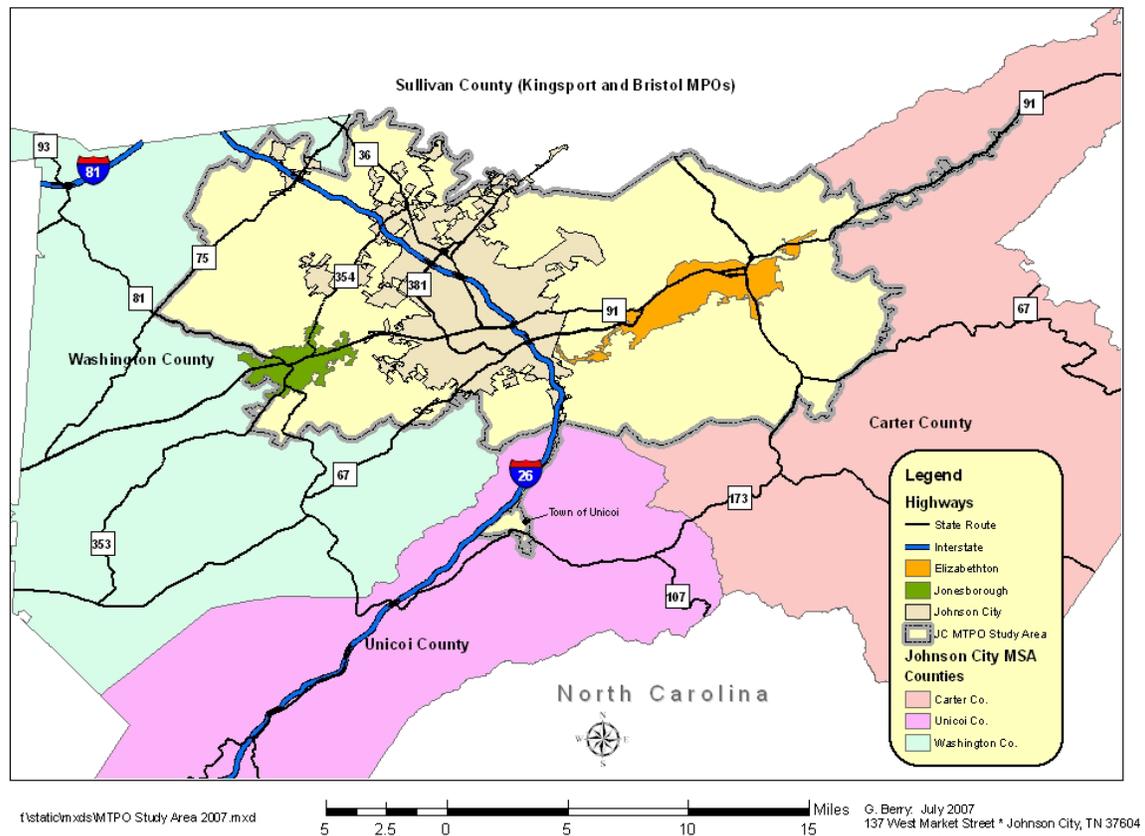


Figure 1

Organizational Structure

The MTPO is comprised of an Executive Board, Executive Staff and MTPO Staff. The Executive Board is the overall governing body for the MTPO and is supported by the Executive Staff and MTPO staff.

Executive Board

The Executive Board has the authority to adopt plans, programs and policies for the MTPO. The Executive Board is comprised of elected officials from the member jurisdictions.

- Mayor of Johnson City – Executive Board Chairman
- Mayor of Elizabethton – Executive Board Vice Chairman
- Mayor of Jonesborough - Member
- Mayor of the Town of Unicoi - Member

- Mayor of Carter County -Member
- Mayor of Washington County - Member
- Governor of Tennessee - Member

Members of the Executive Board may designate a representative to serve on the board in their absence. Due to the duties and responsibilities of his office the Governor of Tennessee usually sends a representative to meetings on his behalf. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are non-voting members of the Executive Board.

Executive Staff

The Executive Staff is the next level of organization for the Johnson City MTPo. The Executive Staff assists in the development of plans and programs for the MTPo region, keeps the Executive Board informed of transportation activities, and makes recommendations to the Executive Board for their consideration. Similar to the Executive Board, the Executive Staff is composed of representatives from each of the participating jurisdictions with additional agencies represented. The top administrators from each agency make up the Executive Staff. Generally these administrators are staff positions and not elected to office; however in some cases such as Highway Superintendents, they are elected officials.

- Johnson City, City Manager – Executive Staff Chairman
- Elizabethton City Manager - Executive Staff Vice Chairman
- Jonesborough Town Administrator - Member
- Town of Unicoi - Member
- Carter County Highway Superintendent - Member
- Washington County Highway Superintendent - Member
- First Tennessee Development District - Member
- Tennessee State Planning Office - Member
- Tennessee Department of Transportation - Member
- Johnson City Transit System – Member

The Federal Highway Administration and Federal Transit Administration are non-voting members of the Executive Staff. When necessary the Executive Staff can assign tasks to other employees to assist with transportation projects.

MTPo Staff

At present the MTPo Staff consists of 2.5 full-time positions (FTE). Two positions work directly for the MTPo with one position split between the MTPo and Johnson City Transit.

- Transportation Planning Coordinator 1 FTE
- Transportation Project Manager 1 FTE
- Transit Planner 1 FTE (.5 MTPo / .5 JCT)

The Transportation Planning Coordinator is the administrative staff position responsible for the day to day operations of the Johnson City MTPo. As the name implies, this position coordinates

transportation planning activities with local governments, as well as state and federal agencies. The Coordinator also serves as Secretary to the Executive Board and must be approved by the board for this position.

In addition to the Transportation Planning Coordinator, the Johnson City MTPO employs a Transportation Project Manager who is responsible for organizing, managing and carrying out research and planning projects related to transportation. This position works directly with member jurisdictions to assist in the development of transportation plans and data maintenance required for planning purposes.

In 2009, the MTPO in cooperation with the Johnson City Transit System hired a Transit Planner who works directly on the Transit Section of the TIP, functions as the Title VI Coordinator for the MTPO and analyzes transit data required for the National Transit Database (NTD) reporting requirements.

Shown below is an organizational chart for the Johnson City MTPO.

Johnson City Metropolitan Transportation Planning Organization Organizational Chart

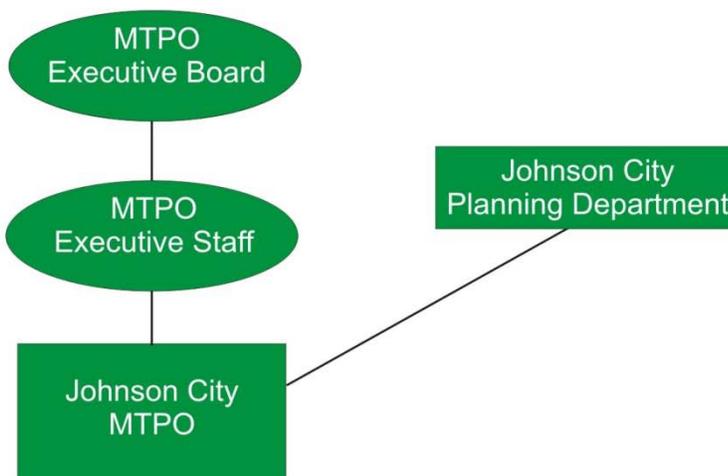


Figure 2

Description of the Transportation Improvement Program (TIP)

The TIP describes and lists projects approved for funding within the Johnson City MTPO transportation planning region for the fiscal years indicated. This document covers the fiscal years of 2011 through 2014. There are several types of projects within the TIP. These projects include: highways, public transportation, bicycle / pedestrian facilities, traffic signalization/intersection improvements and transportation enhancement projects. Also included in the Johnson City TIP are state projects that are in the Johnson City MTPO Study Area.

The TIP is available for viewing on the Johnson City MTPO website, <http://www.jcmpo.org>. Hard copies of the document are also available at the MTPO offices located at the address below. While the TIP and LRTP have a formal review process including a public comment period, comments on both the TIP and LRTP are continually encouraged and accepted by the MTPO staff and may be sent to:

Transportation Planning Coordinator
Johnson City MTPO
137 West Market Street
Johnson City, TN 37604
E-mail: jcmpo@jcmpo.org

Livability and Sustainability

Livability projects as with all projects in the TIP are derived from the LRTP. At present the Johnson City MTPO is in the planning process for developing livability projects. The development of goals and polices for livability and sustainability will be conducted during the update of the LRTP starting in FY 2011.

Although the MTPO has not officially adopted policies or criteria for livability projects, Johnson City recently completed a project (current TIP Amendment on 05-06-2009 local project 2009-2) that would meet the definition of “livability and sustainability.” The project used a combination of ARRA funding and Enhancement funds to develop a multi-use trail from East Tennessee State University to Downtown Johnson City. Alternative transportation is now available for staff and students who live downtown and along this corridor to safely walk, bicycle, or use a wheelchair, scooter or other device to enhance the livability of this corridor. It is envisioned this will be the “anchor” corridor for projects to occur.

Future EPA Regulation Standards

It is anticipated that EPA will release new regulation standards regarding air quality in October 2010. These new standards could potentially change the regional attainment status. The Johnson City MTPO will address the new standards from several angles. Staff members of the MTPO are currently participating in regional and statewide Interagency Consultation (IAC) conference calls and workshops with members from EPA, TDEC, FHWA, and TDOT. We strongly support Johnson City’s initiative in becoming the first “Green City” in Tennessee. The MTPO also strongly supports a partnership between Johnson City Transit and the rural transit provider NETTRANS. This support includes coordinated service and expansion of routes taking personal vehicles off the road. Also in developing road projects the MTPO encourages bicycle and pedestrian accessibility where feasible.

In addition to these projects the JC MTPO will work with the Tennessee Department of Transportation to develop inputs for the MOVES Air Quality Model to analyze the impact of projects of significance.

Environmental Justice

During the development of the Long Range Transportation Plan, from which projects in the TIP are derived, the MTPO conducted a review of all projects using GIS analysis to identify project locations and the relationship to minority and low income communities. Also, during the development of the Human Services Coordination Plan developed by Johnson City Transit and the MTPO, new routes were identified that would serve low income and minority individuals by providing transportation to work locations from minority and low income areas. The Johnson City MTPO will continue to analyze the potential impact to minority and low income communities during the update of the LRTP starting in FY 2011.

Criteria for Selection of Projects

The MTPO considered several factors important to the area. They are as follows: clean air, existing plans, aging population, maintaining existing roads, the State Long Range Transportation Plan, growth areas, connectivity, rail, Title VI, economic development, transportation mode choices, route choices, congestion and safety. These factors were then used to develop criteria for the selection of projects for Local STP funding. The criteria were then weighted (See Figure 3).

Criteria	Points available
CONSISTENCY WITH PLANS	
In previous TIP or related project in TIP	15
Consistent with growth plan/land use plans	8
CONGESTION MANAGEMENT	
Reduces/manages travel demand (TDM)	8
Improves traffic operations	10
Transit capital improvement	2
Alternative Mode (incl. Bike/Pedestrian and other modes)	5
Intelligent Transportation System (ITS) project	2
TRAFFIC CIRCULATION	
Improves access to major highways	5
Provides/enhances connection between modes	4
Enhances connectivity of street network	14
ECONOMIC DEVELOPMENT	
Improves facility for freight movement (air, distribution, rail)	2
Enhances economic development investments	10
AIR QUALITY	
Promotes positive effect on air quality	2
SAFETY MANAGEMENT	
Promotes safety	7
VALUE ADDED	
Match greater than minimum required	2
ROW was donated, eng. Already complete, etc.	4
Total	100

Figure 3

The Executive and MTPO staff reviews the projects submitted for Local STP funding. They then rank the projects and develop a recommendation for the Executive Board. The Executive Board will adopt the ranking of the projects if they feel the ranking is suitable. The Executive Board may chose to amend or reorder the ranking of the projects before adopting.

Throughout the TIP's lifecycle periodic changes will be needed. These changes may include the addition of new funds or projects, changes in project scope or other necessary items. Changes to the TIP fall into 2 categories, Amendments and Adjustments.

TIP Amendment

An amendment is a major change in the approved TIP. It is defined as follows:

- Adding new funds not currently identified either in a specific project or as available in the TIP; or
- Adding a new project or deleting a project from the TIP; or
- Any change requiring a new regional air quality conformity finding; or
- A major change of project scope, such as a change that is inconsistent with the NEPA documentation or will change the NEPA determination, or change that affects the approved Air Quality conformity finding; or
- A greater than 30% cost increase in any phase of a project listed in the current TIP.

TIP Administrative Adjustments

An adjustment is a minor change from the approved TIP. It is defined as follows:

- A less than 30% cost increase in a phase of a project listed in the current TIP; or
- Adding a prior phase to a programmed project; or
- Moving programmed funds between programmed projects; or
- Moving a project from year to year within a TIP period provided that the move does not cross an Air Quality Horizon year; or
- Changing a project description that does not change the Air Quality conformity finding in maintenance and non-attainment areas or change the project scope, or does not necessitate revising the NEPA documentation or will not alter the NEPA determination.

TIP amendments must adhere to the Public Participation Plan for the MTPO. Administrative adjustments to the TIP do not require a prescribed public participation plan element. The TIP is available at the Johnson City MTPO website <http://www.jcmpo.org> and at the Johnson City MTPO offices at 137 West Market Street, Johnson City, TN 37604.

Public Participation Process

The MTPO's SAFETEA-LU compliant Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP.

Throughout the development of the Long Range Transportation Plan and TIP the public, interested parties and stakeholders are given an opportunity for their input, comment and review. All projects included in the TIP are derived from or are consistent with the Johnson City MTPO 2030 Long Range Transportation Plan. The MTPO's current plan was approved on March 18th, 2008 and is valid until March 18th, 2013.

Previously the Long Range Transportation Plan and TIP were developed concurrently due to schedule deadlines. During the development process of both the LRTP and TIP public meetings and presentations were conducted. A complete list of the public meetings and presentations can be found in Appendix C, page A-7 of the Johnson City MTPO 2030 LRTP (<http://www.jcmpo.org/longrange.htm>).

This is mentioned since all of the projects in the new 2011 – 2014 Transportation Improvement Program are derived from the LRTP and many projects are carried over from the previous TIP.

During the maintenance of the TIP and planning for future TIP projects public meetings were held on the following dates for any TIP amendment. At these meetings the public has the opportunity to comment on the TIP or future projects they would like to see in the TIP. In addition to public meetings on the TIP all MTPO meetings of the Executive Board are open to the public. Listed below are meetings that have been conducted since the adoption of the TIP on April 9th, 2008.

- June 17, 2008 - Public Meeting and Executive Board meeting on TIP Amendment
- February 16th, 2009 - Public Meeting on amendments to the TIP
- February 25th, 2009 - Executive Board Meeting, approving TIP Amendment
- April 28th- Public Meeting on amendments to the TIP
- May 6th - 2009 Executive Board Meeting, approving TIP Amendment
- July 30th, 2009 – Public Meeting on amendments to the TIP
- August 5th, 2009 – Executive Board Meeting, approving TIP Amendment
- January 27th, 2010 - Public Meeting on amendments to the TIP
- February 3rd, 2010 - Executive Board Meeting, approving TIP Amendment
- May 13th, 2010 - Public Meeting on amendments to the TIP
- May 20th, 2010 - Executive Board Meeting, approving TIP Amendment
- July 20th, 2010 – Executive Board Meeting, approving TIP Amendment

In addition to these meetings the Johnson City MTPO is scheduling a public meeting on November 2, 2010 for the new TIP. The Executive Board will meet on November 18, 2010 to approve the new TIP. All meetings are open to the general public

During the development of the TIP, coordination and consultation was conducted with local, state and federal agencies involved in natural resources, land use management, historical preservation,

environmental protection and conservation. These agencies were given an opportunity to review all potential projects for the MTPO region and comment.

The public involvement procedures associated with the TIP development were and will continue to be used on an ongoing basis to satisfy the program-of-projects requirements of Section 5307.

At the Executive Board meeting held on February 3rd, 2010 it was agreed to keep the current priorities of projects funded with Local STP funds in the TIP and using future allocations to complete these projects. In June of 2010 the MTPO was informed funds previously rescinded from section 10212 of SAFETEA-LU would be restored.

Meetings were also held with technical staff from member jurisdictions and the Johnson City Transit System. Through this process projects from the Long Range Transportation Plan were identified, ranked and recommended for inclusion for the 2011-2014 TIP.

Upon completing these meetings, the MTPO staff prepared the draft TIP document and forwarded it to the Tennessee Department of Transportation, the Federal Highway Administration and the Federal Transit Administration for their review and comment.

Once all comments were resolved, the TIP was made available for public review for a period of 14 days. During that time period a public meeting was held to take comments on the TIP. A notification of the public meeting was advertised at least 7 days prior. In addition to the public meeting, a copy of the TIP was made available on the MTPO website at <http://www.jcmpo.org> along with a comment sheet.

After the comment period, all comments were noted and made available to the MTPO Executive Board with an explanation of their disposition prior to its adoption and are provided in the Appendix Section. With recommendation from the Johnson City MTPO Staff the TIP was approved by resolution of the Johnson City MTPO Executive Board on November 18, 2010.

TIP Checklist of Activities

The development of the TIP is coordinated with the Tennessee Department of Transportation, Federal Transit Administration, and the Federal Highway Administration. Through this coordination process funding amounts and project eligibility are reviewed and corrected before being approved by the MTPO. Since projects in the TIP are derived from the Long Range Transportation Plan public input and comment was required during the LRTP process. However, before the TIP is adopted, the public has additional opportunities for input and comment on projects. Figure 4 provides a checklist of activities for the TIP.

Transportation Improvement Program (TIP) Checklist		
Check when complete	Activity	Technique
	Draft Document	MTPO Office, MTPO List of Distribution Points (Appendix A) and JCMTPO website at http://www.jcmpto.org
	Comment Opportunities	Public Meetings E-Mail Comments sent to: jcmpto@jcmpto.org Written Comments addressed to: Transportation Planning Coordinator 137 W. Market Street Johnson City, TN 37604 Executive Staff Meetings: Comments can be verbal or written Executive Board Meetings:
	Public Comment Period	There will be at least a 14 -day public comment period prior to adoption for TIP updates. The public comment period begins with public notice.
	Public Meeting	Public meeting(s) are to be held during the public comment period.
	Public Meeting Notice	At least 7- Days prior to the public meeting a notice will be advertised in the following locations (see Appendix A of the Johnson City Public Participation Plan).
	Amendment Notice	Amendment notices will be sent through web announcements, public notice in regional and minority newspapers and regularly scheduled meetings. At present there are no minority newspapers in the MTPO Study Area.
	Summary of comments received	A public comment summary memo will be made available prior to the Executive Board meeting for the TIP update. Written and verbal comments are summarized and incorporated into the final. If after addressing the comments, significant changes are made additional opportunity for public comment will be provided.
	Final, adopted document availability	The adopted TIP (by Executive Board Resolution) will be available at the MTPO website http://www.jcmpto.org and MTPO offices.
	Evaluation Technique	The MTPO will review the number of participants at meetings, number of electronic comments and responses, number of “hits” on website and the number of non-electronic written and oral comments.

Figure 4

Financial Section and Funding Sources

SAFETEA-LU identifies a number of different funding programs for transportation projects in the MTPO region which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. The purpose of the programs is to provide the region with assistance in maintaining and improving the transportation system. This funding is derived from federal and state programs often including a local match.

In addition to local projects, the Tennessee Department of Transportation submits to the Johnson City MTPO a list of projects that will be funded by the various federal and state funding sources. These projects are consistent with the state LRTP, the State Implementation Plan, and the jurisdiction's transportation plan. The various funding sources include Interstate Maintenance (IM), National Highway System (NHS), State Surface Transportation Program (STP), Bridge Program, Enhancement Program and specific grant programs.

Figure 5 identifies these funding programs and how they are broken down and they are described below.

American Recovery and Reinvestment Act of 2009 (ARRA) – In an effort to stimulate the economy the U.S. Congress enacted the American Recovery and Reinvestment Act of 2009. Found in Section 3 (a), (4), Purposes and Principles, the Act states funds can be used to invest in transportation projects. As such the Johnson City MTPO was allocated funds for all eligible transportation projects such as, bridges, highways, transit, enhancement and other projects. For these funds to be eligible for transportation projects all projects must meet existing federal laws including Title 23 and Title 49 of the U.S. Code as amended. Listed below is Section 3, Purposes and Principles of the American Recovery and Reinvestment Act of 2009.

SEC. 3. PURPOSES AND PRINCIPLES.

- (a) Statement of Purposes- The purposes of this Act includes the following:
- (1) To preserve and create jobs and promote economic recovery.
 - (2) To assist those most impacted by the recession.
 - (3) To provide investments needed to increase economic efficiency by spurring technological advances in science and health.
 - (4) To invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits.**
 - (5) To stabilize State and local government budgets, in order to minimize and avoid reductions in essential services and counterproductive state and local tax increases.

Interstate Maintenance (IM) - 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.

Highway Safety Improvement Program (HSIP) – These funds may be used for highway hazard elimination such as alignment, spot, intersection improvements, signalization, guardrail, lighting, marking, and railroad crossings- (such as, install pads, bells, lights, pavement markings).

National Highway System (NHS) - This system comprises the Interstates, the Expressways and

those surface arterial roads which are a critical link in the regional transportation system. Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

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

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

Bridge Replacement and Rehabilitation (BRR) - Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and could potentially pose a safety hazard until they are improved. This funding program allows for the replacement or rehabilitation of these bridges.

State of Tennessee Better Bridge Bond Program (BRBD) - The Better Bridges Program administered by the Tennessee Department of Transportation is a four year program approved in 2009 by the Tennessee General Assembly and utilizes bonds to pay for the repair or replacement of more than 200 structurally deficient bridges in the state.

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

Federal Transit Administration Section 5309 (FTA-5309) - The transit capital investment program provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guide way systems (New Starts). Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis. Funds for section 5309 do not exceed committed levels of funding for the metropolitan area.

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

Federal Transit Administration Section 5316 (FTA-5316) – The Job Access/Reverse Commute program provides funding to states for the purpose of assisting public transportation agencies to provide reliable transportation to low-income and disabled individuals traveling to and from employment and employment-related activities. Section 5316 funds are apportioned among the recipients by a formula which is based on the ratio that the number of eligible low-income and welfare recipients in each such area bears to the number of eligible low-income and welfare recipients in all such areas. 20 percent of these funds are available for States to distribute to small urbanized areas for operating assistance.

Federal Transit Administration Section 5317 (FTA-5317) – The New Freedom formula grant program provides funding to states for the purpose of assisting public transportation agencies and seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990. Section 5317 funds are apportioned among the recipients by a formula which is based on the ratio that the number of individuals with disabilities in each such area bears to the number of individuals with disabilities in all such areas. 20 percent of these funds are available for States to distribute to small urbanized areas for operating assistance

Safe Routes to Schools - A competitive grant program focusing on the benefits of elementary and middle school children walking and biking to school, that was established as part of SAFETEA-LU. Benefits of this program include healthier children, reduced congestion, and reduced air pollution. Projects under the Safe Routes to Schools are funded at 100% federal funds with no local match. Funds can be used for infrastructure improvements and educational programs.

Transportation Enhancement – Provides funding for 12 exclusive activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.

Transportation Improvement Program Funding Sources

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

Figure 5

TIP Projects and Fiscal Constraint

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. Member jurisdictions of the MTPO, TDOT, and other agencies that fall in the MTPO boundary have submitted projects and indicated they have the financial resources to provide the necessary matching funds to complete their projects. If funding revenues change either in a positive or negative level, the TIP will be amended when necessary.

Detailed financial breakdowns are included in the Funding Tables section, located at the back of this document. The total amount of money available in each funding category is shown, as well as the total amount of programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore in accordance with the requirements of SAFETEA-LU, the TIP is “fiscally constrained”.

The MTPO and its members must assure the maintenance and efficient operation of the existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

Establishment of Project Cost and Revenues

Each project listed in this TIP has a cost estimate assigned to it. These cost estimates were derived through consultation with local jurisdictions, consultants, the MTPO staff, and TDOT as was done in developing the Long Range Transportation Plan. The MTPO used Year of Expenditure (YOE) to calculate future costs. MTPO funding requirements are compiled from available data for future expected capital and operating and maintenance expenditures for highways, transit, and bike/pedestrian transportation modes as well as from historical expenditures which have been projected with a 2.5% annual growth rate. The annual allocation of Local STP funds for the Johnson City MTPO is approximately \$1.2 million per year. The MTPO used this figure to ensure projects, covering multiply years in the TIP, do not exceed projections. However, the annual allocation can vary from year to year depending upon revenue, gas tax, congressional rescissions or other external influences. If this occurs the MTPO will adjust the TIP accordingly. The MTPO may also “flex” STP – Local funds for use with Transit Activities if desired. This requires approval from TDOT, FHWA and FTA.

Lump-Sum “Bucket” Projects

In an attempt to better manage projects and reduce the bureaucratic process of the TIP, the MTPO has made provisions for lump-sum “bucket” projects in the TIP which covers cost overruns and Enhancement Projects. For cost overruns, two categories of bucket items have been established for this TIP. These bucket items are listed in the TIP projects called “Project Contingency Overruns” and “Project Cost Overruns”. The creation of these “bucket” items reduces the need to amend the TIP if projects exceed estimated amounts, since these funds have been already been designated and approved for this expenditure.

Project Contingency Overruns

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

Project Cost Overruns

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

Enhancement and Safe Routes to School “Buckets”

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

Job Access and New Freedom Program Project Groupings

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

Operations and Maintenance

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

1. Roadway/ Right-of-Way

2. Sign replacement
3. Traffic signal repair
4. Guardrail repair
5. Street lighting
6. Sidewalk repair
7. Traffic Signal Control operational issues such as signal timing
8. Sinkhole repair
9. Other repairs adversely affect the transportation network. In addition unexpected repairs some local jurisdictions have established a routine maintenance program for their jurisdictions, such as an annual resurfacing program for the local road network.

Shown below are the annual maintenance and operational expenditures by the jurisdictions in the Johnson City MTPO. This data is provided for informational purposes only. For future years a conservative estimate of 1% increase in maintenance and operations budget was use. This is based on uncertain economic growth. Actual numbers may change. In the event federal transportation funds were made available for a maintenance and operations project it would be identified in the TIP.

Jurisdiction	Annual Budget
Carter County, TN	\$1,664,900
Town of Jonesborough, TN	\$100,000
City of Elizabethton, TN	\$156,000
City of Johnson City, TN	\$3,196,761
Town of Unicoi, TN	\$240,000
Washington County, TN*	\$8,150,000

*The Washington County Highway Department operates its own asphalt plant for the county.

Previous Projects

Listed below are major projects from the previous TIP

ID	Location / Project	Description	Status
2006-07 PIN # 102063.00 STP-M-34(40)	Johnson City SR 34 (Bristol Hwy)	Improve to 5 lane from SR36 to SR 381	Letting scheduled for Fall 2010.
2006-12 PIN# 102618.00	Johnson City VA Hospital Connector	Construct new entrance from US 11E to Ash Street on VA Campus	Currently in PE Phase – Funding needed for ROW & CN
2006-11 PIN # 102620.00 TN-182-ID-2904	Johnson City Knob Creek Ext.	Reconstructs a section of Knob road over CSX railroad.	Currently in PE Phase – Funding needed for ROW & CN
2006-08	Johnson City State of Franklin Trail Phase II	Construct a bike /ped trail from ETSU to Buffalo ST.	Fall 2010 completion.
2006-09	Elizabethton Riverfront Linear Path	Construct a bike / walking path near Watauga and Doe Rivers	Final phase in PE.
BRR (State Bridge Replacement)	Elizabethton SR 400 Bridge over Watauga River	Replace and Reconstruct Bridge just east of existing bridge	CN complete in 2010
2006-04 PIN# 106889.00 STP-M-NHE-67(19)	Elizabethton SR 67 (Signal Sync.)	Interconnect and synchronize traffic signals with fiber optic cable	Estimated to be completed by 2011.
2006-03 PIN # 102227.00 STP-M-9103(11)	Elizabethton Lynn Ave (local section) between SR67 and Elk Ave.	Reconstruct to 3 lanes. Original design was for 5 lanes and had to be changed (ARRA)	Estimated to be completed by 2011.
2008-19 PIN #43975.03	Elizabethton SR 400 between Mill St. and Broad St.	Improve to 5 lane	Estimated to be completed by 2011.
2006-05 PIN # 102618.00	Washington County Roadway Deficiency Study	Roadway deficiency analysis for Washington County.	Contract between TDOT and Washington County Executed.
2006-10 HPP ID# TN024 TEA-21	Elizabethton /Carter SR 91 Ext.	Extend SR 91 (formerly the Northern Connector).	Reviewing Alternatives
2006-06	Elizabethton / Carter SR 362 Gap Creek Rd.	Improvements to SR 362	ROW underway. CN funded in 2011.
2009-01 PIN # 101398 HPP ID#2273	Johnson City / Washington County SR 36 (Kingsport Hwy)	Widen to 5 lanes from SR 354 Boone Ave. to SR 75	ROW Complete in 2010. CN funded 2011.
2008-03 PIN # 111345	Elizabethton/Carter Traffic Signals (New)	Signalization at two intersections (Judge Ben Allen Road @ SR 91, SR 67 @Williams Avenue)	Expected letting Fall 2010.

2008-04 PIN # 111350	Johnson City/ Washington County Traffic Signals (New)	Upgrade/install signals at 12 intersections.	2010 currently in PE phase.
2008-05 PIN # 111351	Johnson City/ Washington County SR 381 @ Indian Ridge Road	Intersection improvements, add turn lanes, expand bridge deck	2010 currently in PE phase.
2008-26 PIN # 111019	Elizabethton/ Carter County – Doe River Covered Bridge Project	Historic Covered Bridge Improvement / Repair. National Historic Covered Bridge (NHCB) funding	2010 currently in PE phase.

Johnson City Transit Projects			
ID	Project Location	Description	Status
2008-20	Johnson City Section 5309 Project	Purchase of Para-Transit Vehicles/Buses	On-going
2008-21	Johnson City	Operating Expenses	On-going
2008-22	Johnson City	Capital Expenses	On-going
2010-01	Johnson City	Transit Center Facility Renovation	Project start soon after execution of grant award in spring 2011
2010-02	Johnson City	Support Equipment	Project will start upon execution of grant award; fall 2010.
2010-03	Johnson City	ITS Technology	RFP to be issued Fall 2010; contract to be awarded by Winter 2010.

Johnson City
Metropolitan Transportation Planning Organization
2011-2014

List of Projects

SECTION A

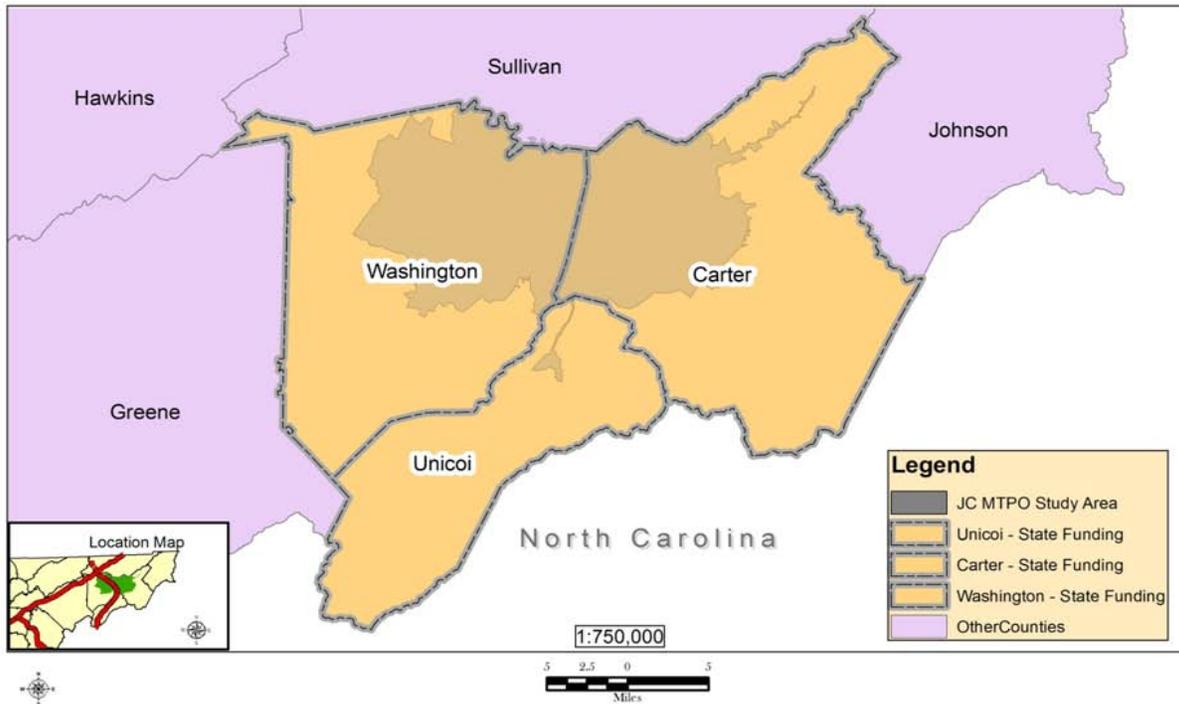
LOCAL STP PROJECTS

TIP #	2011-01	TDOT PIN#		PRIORITY		LEAD AGENCY	Various	
COUNTY/CITY	MTPO Region		LENGTH		L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	STP Local Costs Overrun			TOTAL PROJECT COST	\$467,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Funds to cover costs overruns on STP Local projects in the previous TIP.							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011		STP-Local	\$267,000	\$213,600		\$53,400
2012		STP-Local	\$200,000	\$160,000		\$40,000

AMENDMENT #	1 (6/8/11)	ADJUSTMENT #		REMARKS	
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Location Map

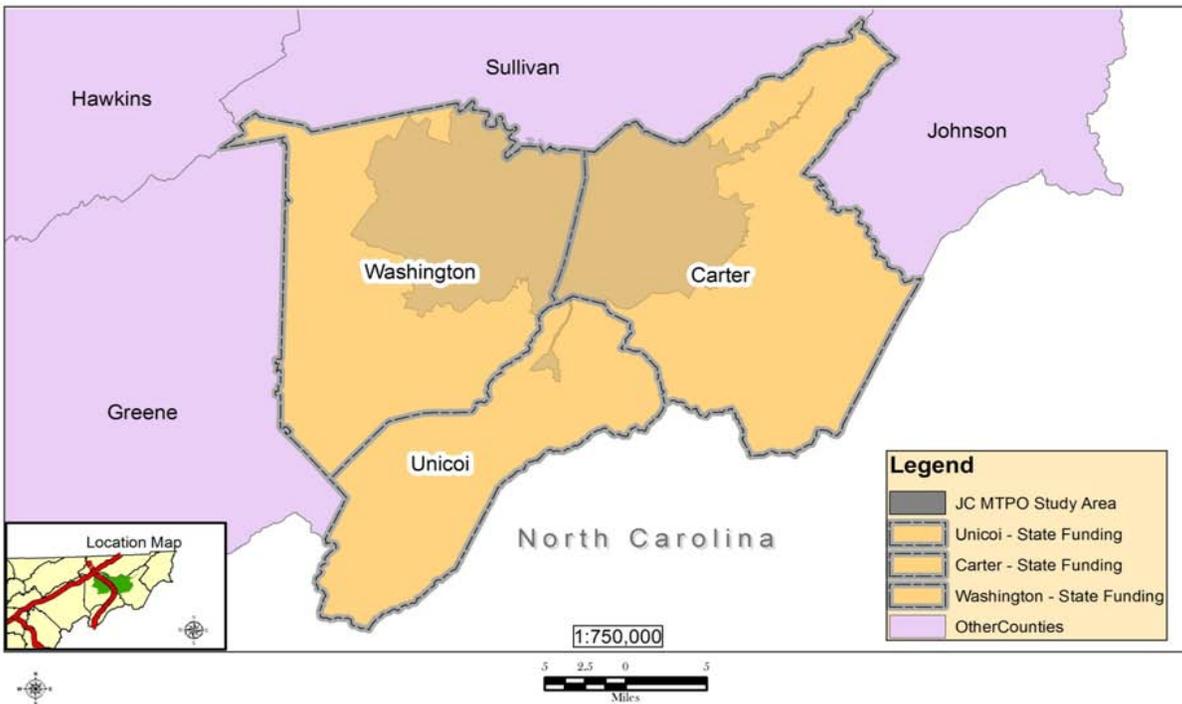


TIP #	2011-02	TDOT PIN#		PRIORITY		LEAD AGENCY	Various	
COUNTY/CITY	MTPO Region		LENGTH		LRTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Project Contingency Overruns			TOTAL PROJECT COST	\$750,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Funds to cover STP Local projects in current TIP where cost overruns have resulted in an increased cost of less than 30%.							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011		STP-Local	\$375,000	\$300,000		\$75,000
2012		STP-Local	\$125,000	\$100,000		\$25,000
2013		STP-Local	\$125,000	\$100,000		\$25,000
2014		STP-Local	\$125,000	\$100,000		\$25,000

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

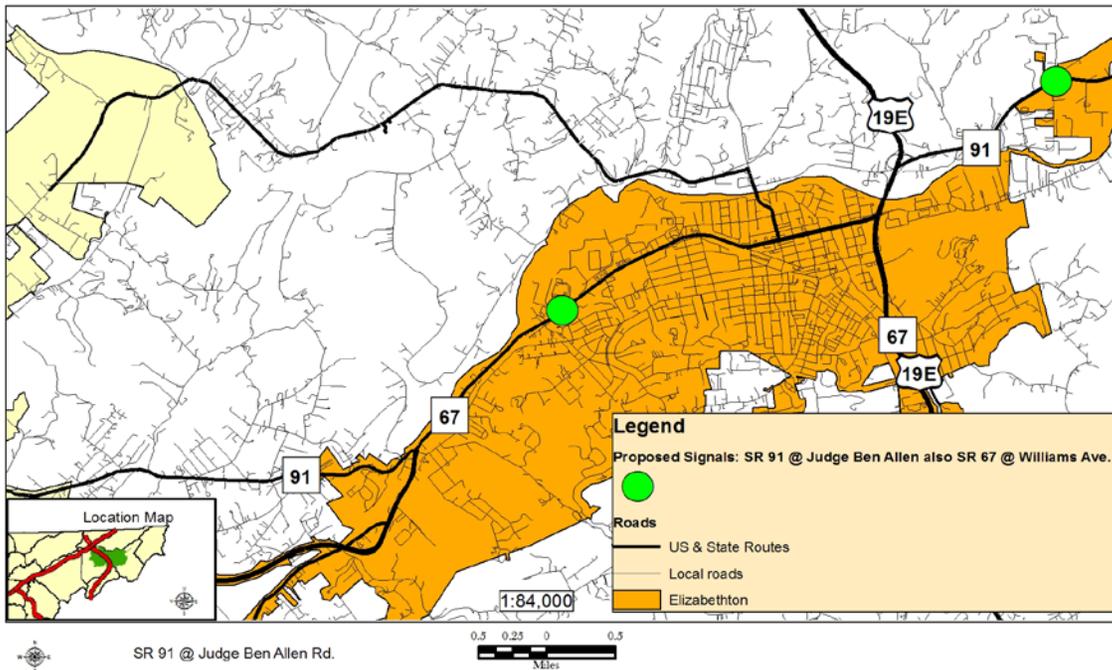


TIP #	2008-03	TDOT PIN#	111345.00	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY/CITY	Carter/Elizabethton	LENGTH		LRTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Signalization at 2 intersections (Elizabethton)		TOTAL PROJECT COST	\$583,000			
TERMINI OR INTERSECTION	Judge Ben Allen Road @ SR 91, SR 67 @Williams Avenue.						
PROJECT DESCRIPTION	Install new traffic signal at the intersection of Judge Ben Allen Rd. @ SR 91, SR 67 at Williams Ave in Elizabethton, TN						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE-N	STP-Local	\$41,500	\$41,500		
2011	PE-D	STP-Local	\$41,500	\$41,500		
2011	ROW	STP-Local	\$35,000	\$28,000	\$ 7,000	
2011	CN	STP-Local	\$200,000	\$200,000		
2011	CN	STP-Local	\$265,000	\$212,000	\$ 53,000	

AMENDMENT #	1 (6/8/11)	ADJUSTMENT #	7 (8/1/11) 12 (2/16/12)	REMARKS	The traffic signal at Judge Ben Allen @ SR 91 was in the previous TIP (2008-2011).
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Location Map

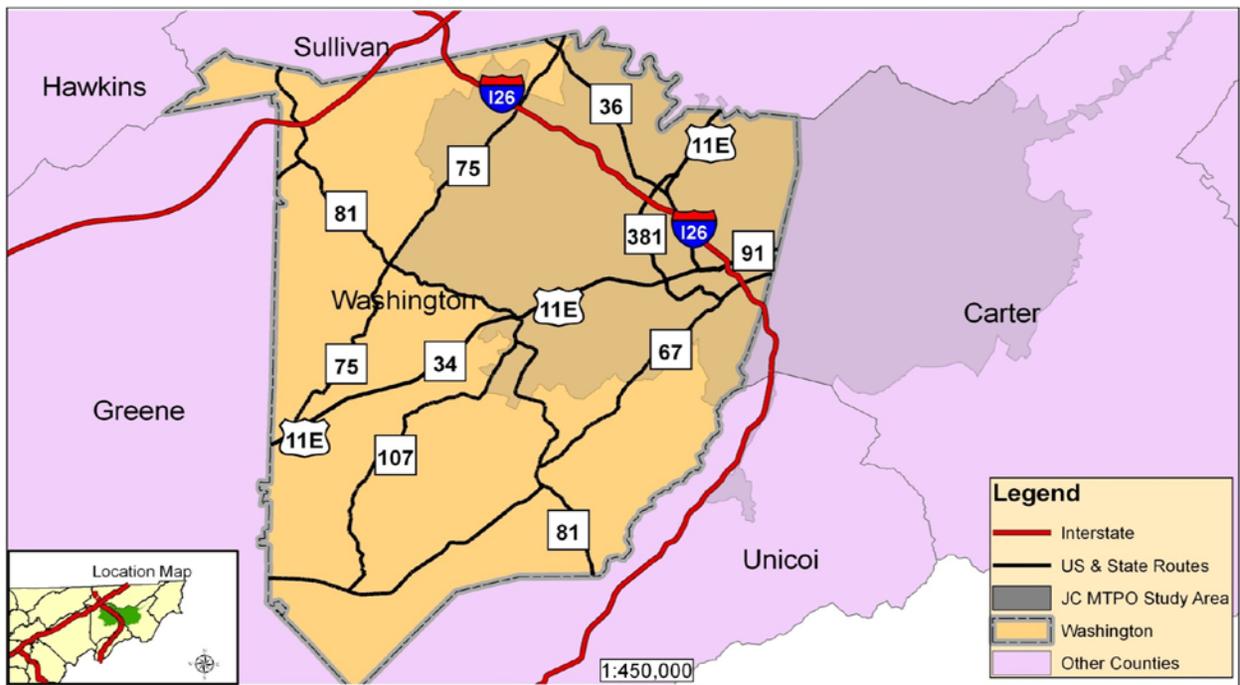


TIP #	2006-05	TDOT PIN#	107025.00	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY/CITY	Washington	LENGTH	Countywide	L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Washington County / Johnson City Transportation Development Study		TOTAL PROJECT COST	\$200,000			
TERMINI OR INTERSECTION	All of Washington County						
PROJECT DESCRIPTION	Study to assist in planning functions by conducting a roadway defieny analysis.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE	STP-Local	\$200,000	\$160,000		\$40,000

AMENDMENT #		ADJUSTMENT #		REMARKS	In previous TIP (2008-2011).
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Location Map



Washington County Highway Study



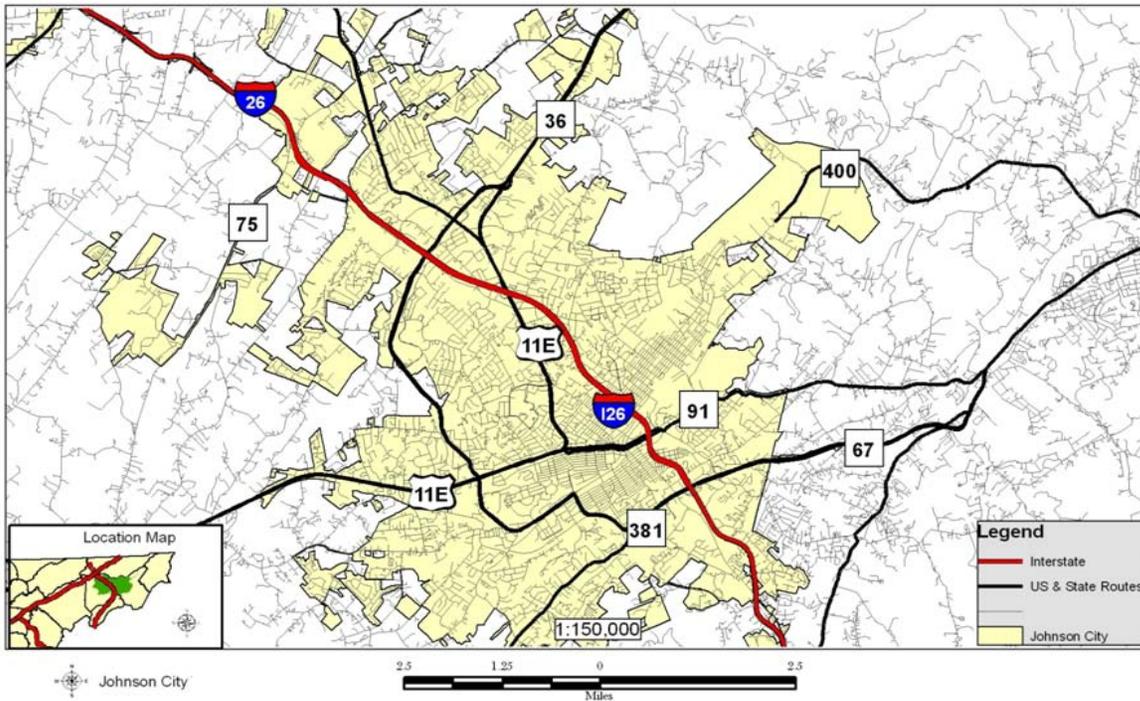
TIP #	2008-04	TDOT PIN#	111350.00	PRIORITY	High	LEAD AGENCY	Johnson City, TN
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Signalization at 12 Intersections (Johnson City)		TOTAL PROJECT COST	\$2,000,000			
TERMINI OR INTERSECTION	Traffic Signals at various locations.						
PROJECT DESCRIPTION	Upgrade and install traffic signals at 12 intersections to improve safety and congestion.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE - N	STP-Local	\$175,000	\$175,000	\$0	\$0
2011	PE - D	STP-Local	\$100,000	\$100,000	\$0	\$0
2011	ROW	STP-Local	\$225,000	\$225,000	\$0	\$0
2011	CN	STP-Local	\$1,500,000	\$1,500,000	\$0	\$0

AMENDMENT #		ADJUSTMENT #		REMARKS	In previous TIP (2008-2011).
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Location Map

12 Signals throughout Johnson City



TIP #	2008-05	TDOT PIN#	111351.00	PRIORITY	High	LEAD AGENCY	Johnson City
COUNTY/CITY	Washington/Johnson City	LENGTH	1 mi	LRTP#	page 7-24	CONFORMITY	Attainment
PROJECT NAME	SR 381 at Indian Ridge Improvements		TOTAL PROJECT COST	\$4,500,000			
TERMINI OR INTERSECTION	Intersection of SR 381 (State of Franklin) at Indian Ridge Rd. Note: This is for all approaches including Skyline Dr., on the east side of SR 381.						
PROJECT DESCRIPTION	Add turn lanes, bridge rehabilitation						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE-D	STP-Local	\$325,000	\$260,000		\$65,000
2011	ROW	STP-Local	\$1,000,000	\$800,000		\$200,000
2011	CN	STP-Local	\$3,050,000	\$2,440,000		\$610,000

AMENDMENT #		ADJUSTMENT #		REMARKS	In previous TIP (2008-2011). \$125,000 (80%) was obligated for PE-N during FY 2010.
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Location Map



TIP #	2010-04	TDOT PIN#		PRIORITY	HIGH	LEAD AGENCY	Johnson City
COUNTY	Washington	LENGTH	N/A	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Traffic Circle for Greenline Rd.		TOTAL PROJECT COST	\$1,060,000			
TERMINI OR INTERSECTION	Intersection of Greenline Road and Peoples Street						
PROJECT DESCRIPTION	Installation of traffic circle at the intersection of Greenline Road and Peoples Street.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE-N	STP-Local	\$55,000	\$55,000		
2011	PE-D	STP-Local	\$55,000	\$55,000		
2011	ROW	STP-Local	\$100,000	\$100,000		
2012	CN	STP-Local	\$850,000	\$850,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

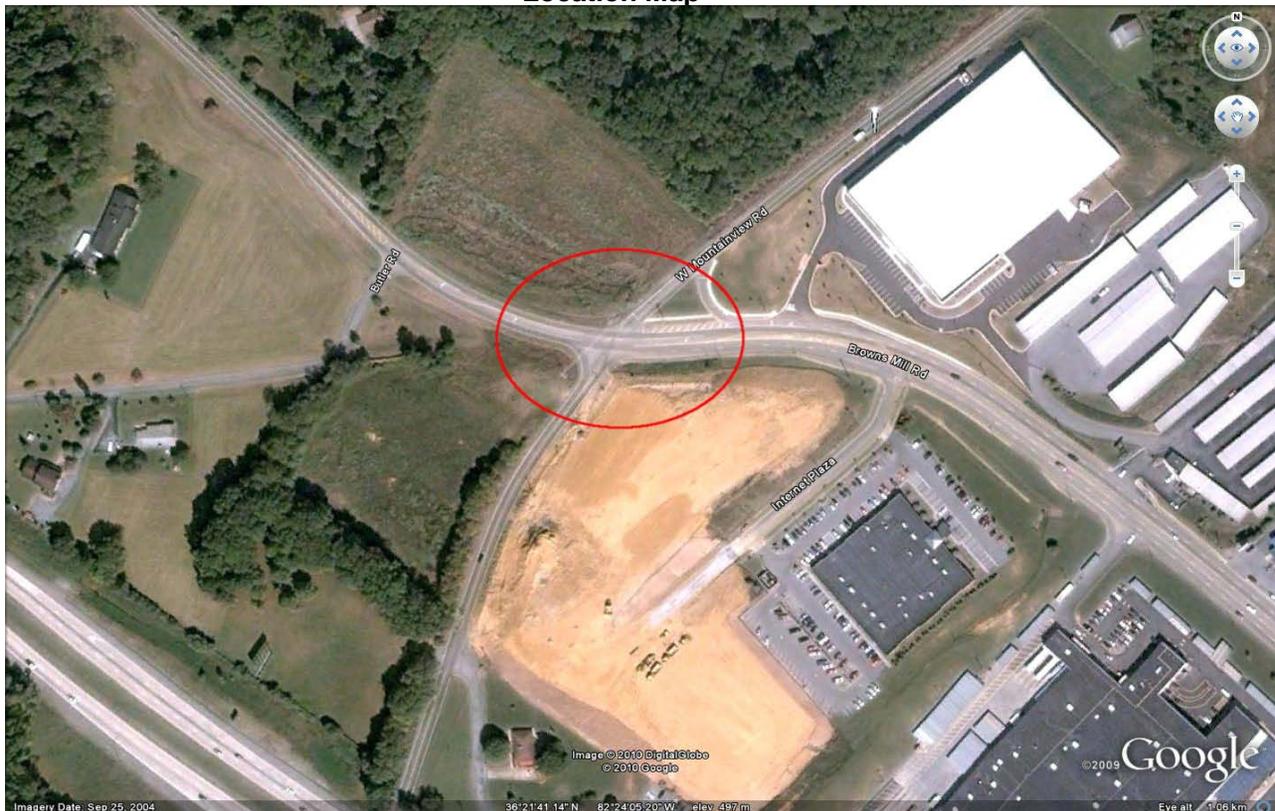


TIP #	2010-05	TDOT PIN#		PRIORITY	HIGH	LEAD AGENCY	Johnson City
COUNTY	Washington	LENGTH	N/A	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Traffic Circle for Mountainview Road		TOTAL PROJECT COST	\$450,000			
TERMINI OR INTERSECTION	Intersection of Mountainview Road and Browns Mill Road						
PROJECT DESCRIPTION	Installation of traffic circle at the intersection of Mountainview Road and Browns Mill Road.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE-D	STP-Local	\$37,500	\$37,500		
2011	PE-D	STP-Local	\$37,500	\$37,500		
2011	ROW	STP-Local	\$25,000	\$25,000		
2011	CN	STP-Local	\$350,000	\$350,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	In previous TIP
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Location Map

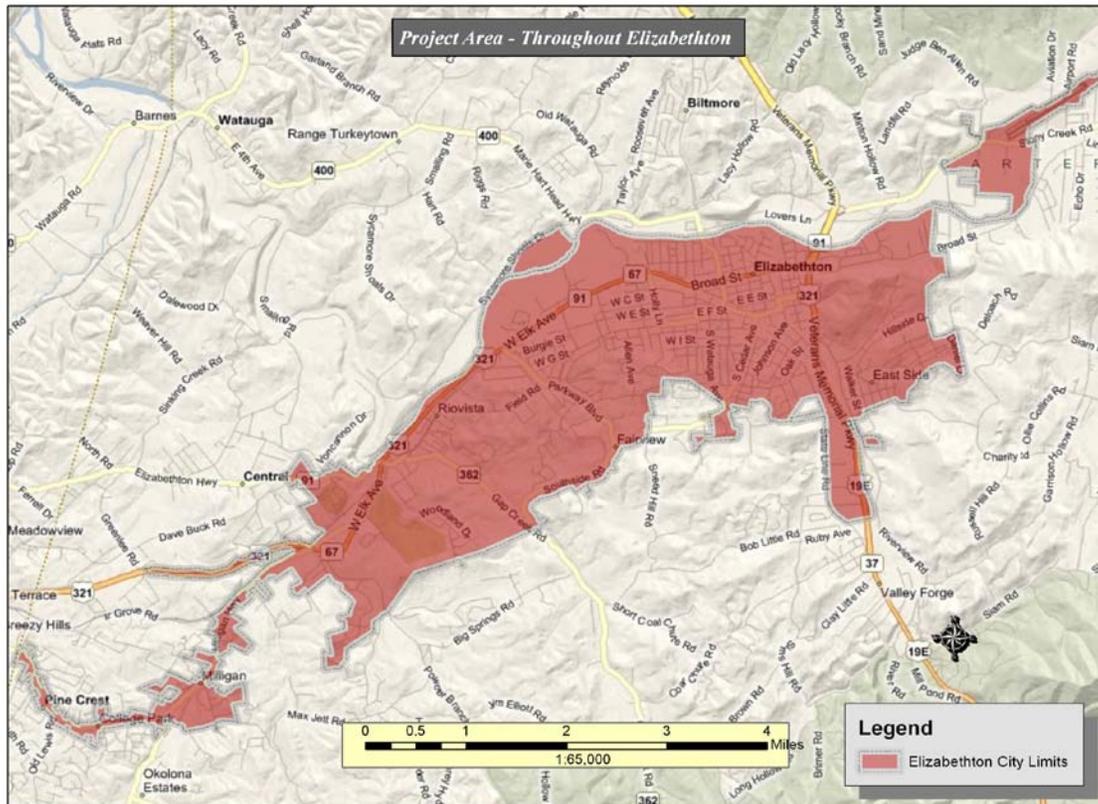


TIP #	2011-03	TDOT PIN#		PRIORITY	High	LEAD AGENCY	Elizabethton
COUNTY/CITY	Carter/Elizabethton	LENGTH	N/A	L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Signalization improvements for Elizabethton		TOTAL PROJECT COST	\$550,000			
TERMINI OR INTERSECTION	Traffic Signal upgrades at various locations.						
PROJECT DESCRIPTION	Upgrade/install traffic signals at various locations to improve safety and congestion.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2013	PE-N	STP-Local	\$50,000	\$50,000		
2013	PE-D	STP-Local	\$50,000	\$50,000		
2013	CN	STP-Local	\$450,000	\$450,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

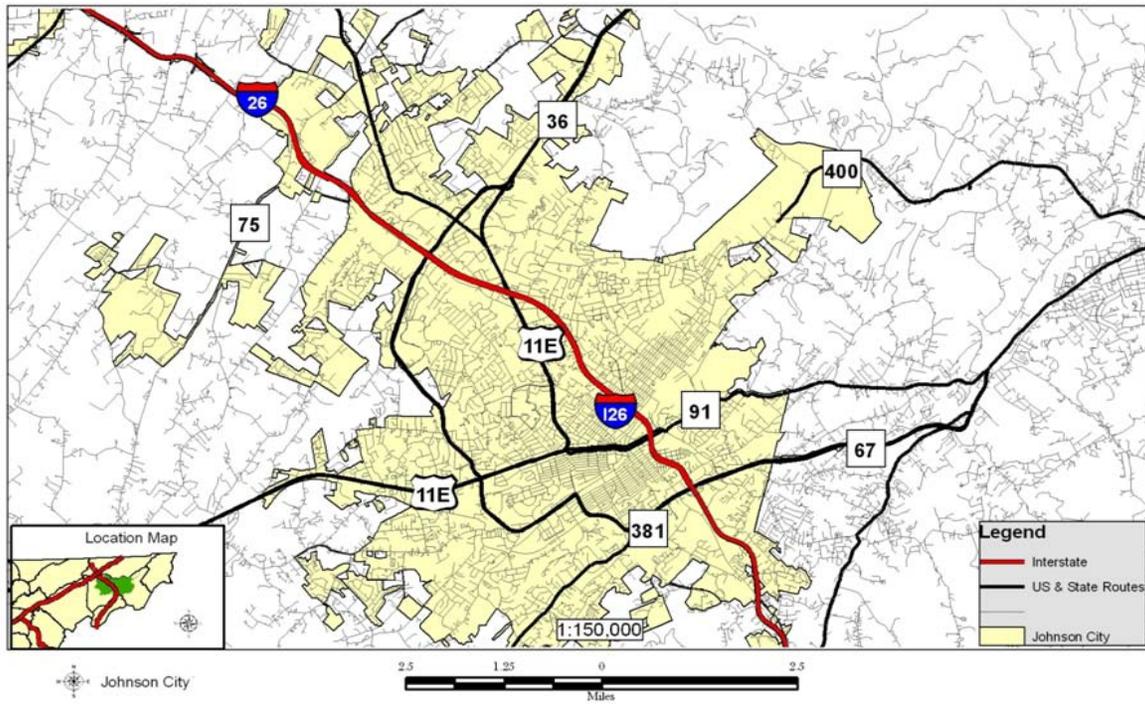


TIP #	2011-29	TDOT PIN#		PRIORITY	High	LEAD AGENCY	Johnson City
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Signalization improvements for Johnson City		TOTAL PROJECT COST	\$1,000,000			
TERMINI OR INTERSECTION	Traffic Signal upgrades at various locations.						
PROJECT DESCRIPTION	Upgrade/install traffic signals at various locations to improve safety and congestion.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2013	PE-N	STP-Local	\$50,000	\$50,000		
2013	PE-D	STP-Local	\$50,000	\$50,000		
2013	CN	STP-Local	\$900,000	\$900,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



TIP #	2012-01	TDOT PIN#		PRIORITY	High	LEAD AGENCY	TDOT
COUNTY/CITY	Washington / Jonesborough	LENGTH	N/A	LRTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	2nd Avenue Railroad Crossing Safety Project		TOTAL PROJECT COST	\$250,000			
TERMINI OR INTERSECTION	Intersection of 2nd avenue with Norfolk Southern railroad						
PROJECT DESCRIPTION	Install/upgrade railroad safety equipment including signals and gates.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	CN	STP-Local	\$250,000	\$250,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



SECTION B

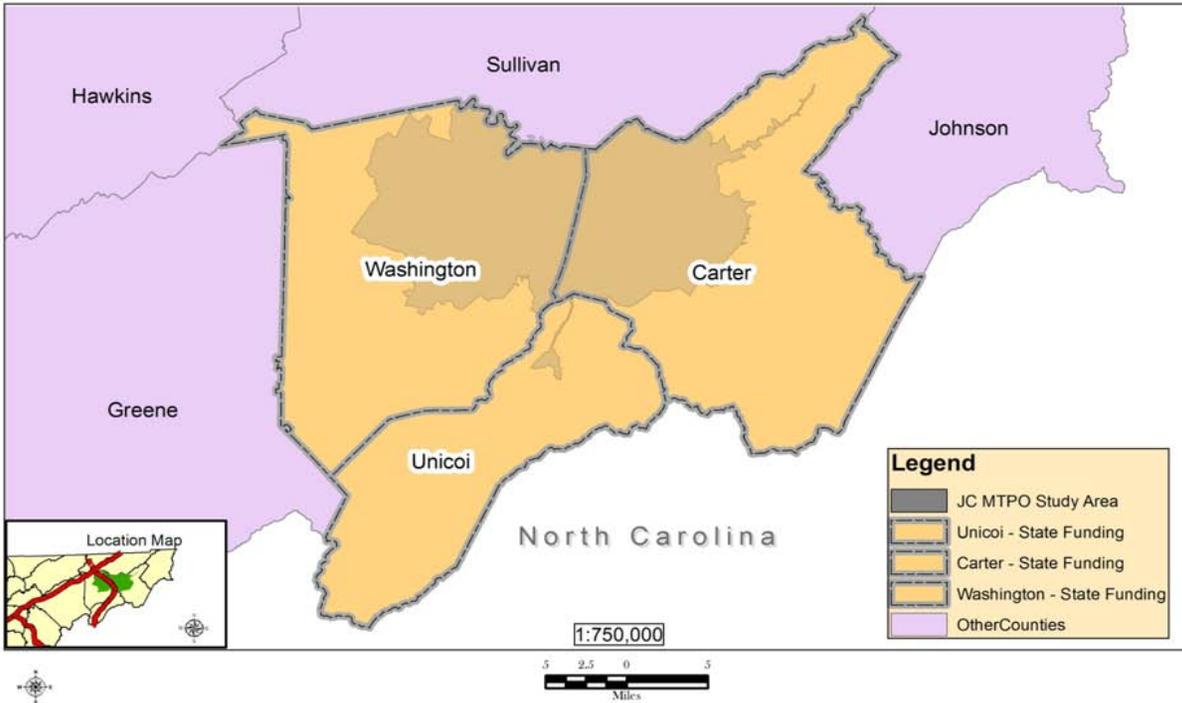
STATE STP PROJECTS

TIP #	2011-04	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/ Unicoi	LENGTH	Countywide	L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Cost Overrun State STP(previous)		TOTAL PROJECT COST	\$400,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi counties						
PROJECT DESCRIPTION	Funds to cover cost overruns on project phases which were included in previous STIPs						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	
2012	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	
2013	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	
2014	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

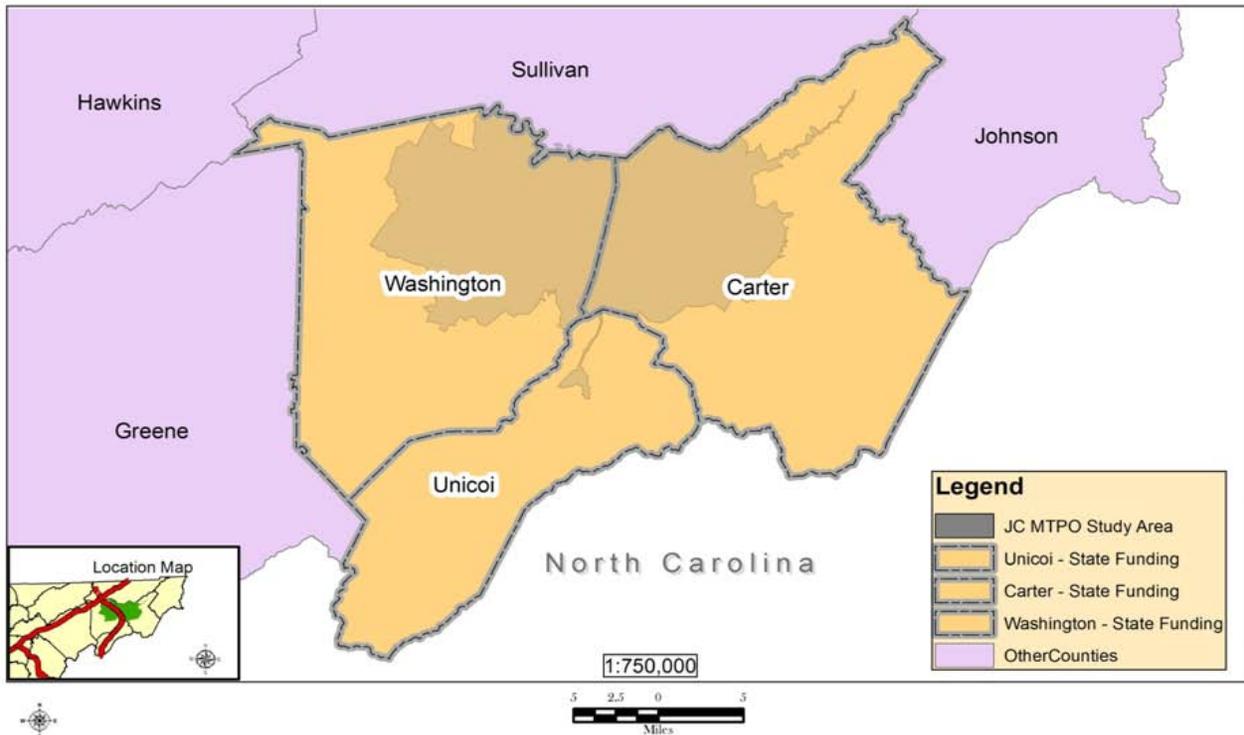


TIP #	2011-05	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi	LENGTH		L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Cost Overrun State STP(Current)	TOTAL PROJECT COST			\$7,400,000		
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi counties						
PROJECT DESCRIPTION	JC MTPO area- funds to cover projects in the current STIP where cost overruns resulted in an increased cost of less than 30%						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	State-STP	\$7,100,000	\$5,680,000	\$1,420,000	
2012	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	
2013	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	
2014	PE,CN, ROW	State-STP	\$100,000	\$80,000	\$20,000	

AMENDMENT #		ADJUSTMENT #	10 (1/18/201	REMARKS	
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Location Map

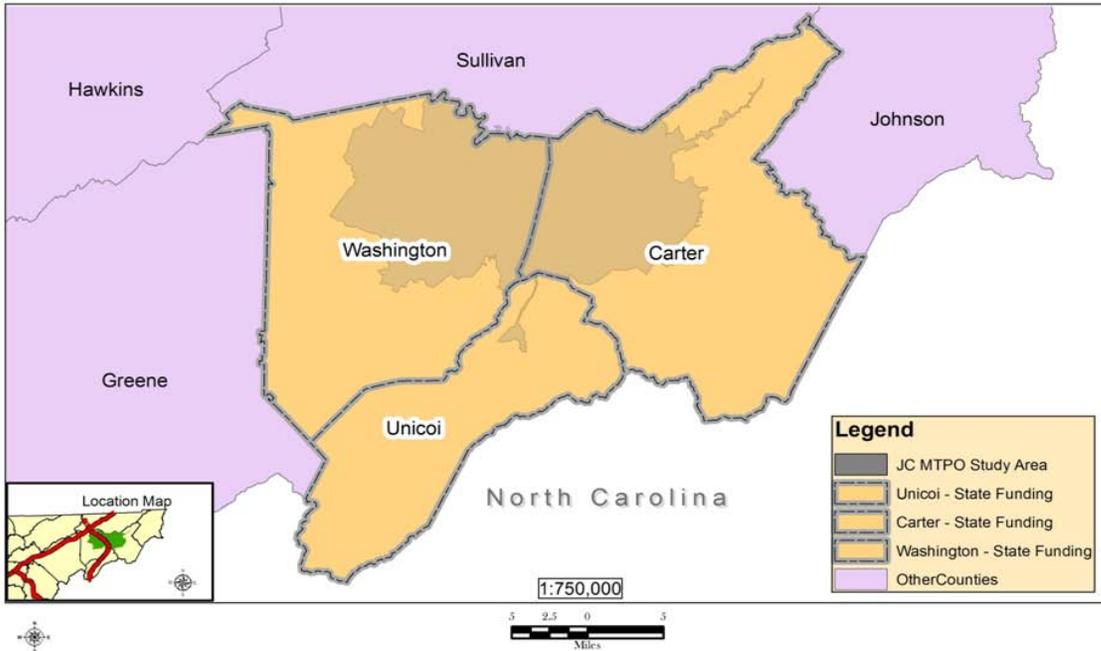


TIP #	2011-06	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi	LENGTH		LRTP#		Consistant with plan	CONFORMITY Attainment
PROJECT NAME	State Route Improvements		TOTAL PROJECT COST	\$8,340,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi counties						
PROJECT DESCRIPTION	Other preventive maintenance. State Route 3R improvements (resurfacing, slide repair, guardrail, signing, marking and other preventive maintenance).						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	CN	State-STP	\$10,000	\$8,000	\$2,000	
2012	CN	State-STP	\$8,310,000	\$6,648,000	\$1,662,000	
2013	CN	State-STP	\$10,000	\$8,000	\$2,000	
2014	CN	State-STP	\$10,000	\$8,000	\$2,000	

AMENDMENT #		ADJUSTMENT #	9 (1/5/2012) 11 (1/18/2012)	REMARKS	
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Location Map

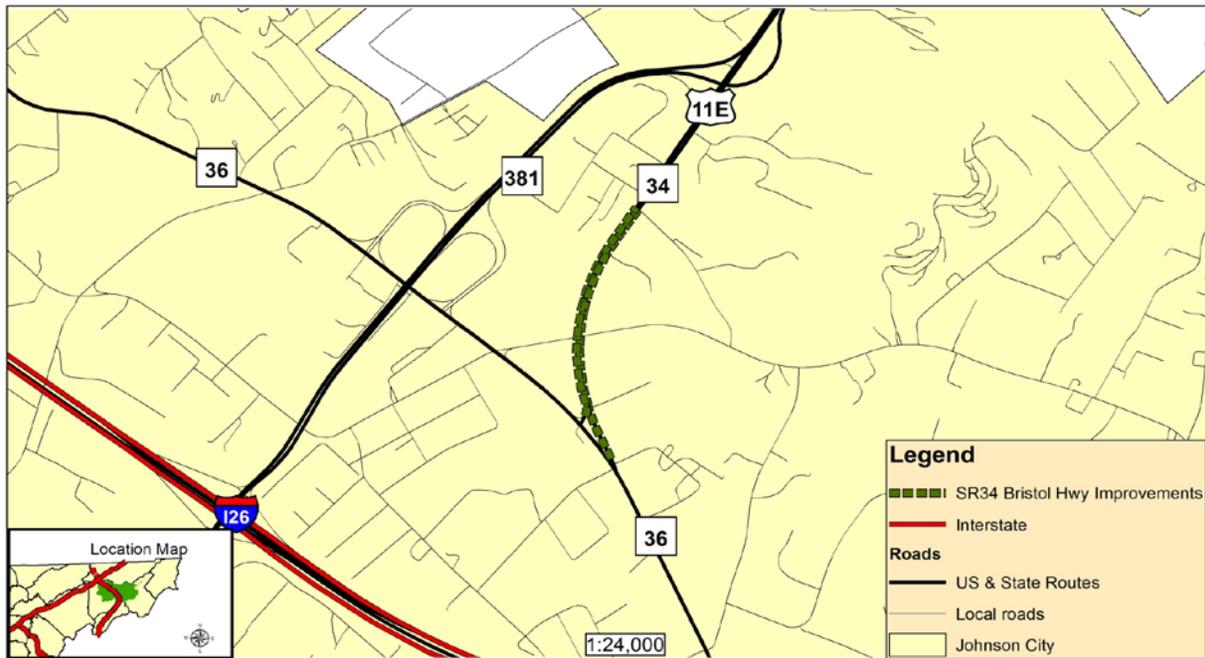


TIP #	2006-07	TDOT PIN#	102063	PRIORITY	High	LEAD AGENCY	TDOT	CONFORMITY	
COUNTY	Washington	LENGTH	0.8	LRTP#	Proposed Project 7, for Friegth Movement Page4-23				
PROJECT NAME	SR 34 (Bristol Hwy.) Improvements		TOTAL PROJECT COST	\$7,469,800		Attainment			
TERMINI OR INTERSECTION	From the intersection of SR-36 to SR-381								
PROJECT DESCRIPTION	Improve to 5 lane section of highway								

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	CN	STP-State	\$3,800,000	\$3,040,000	\$ 760,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	In previous TIP.
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Location Map



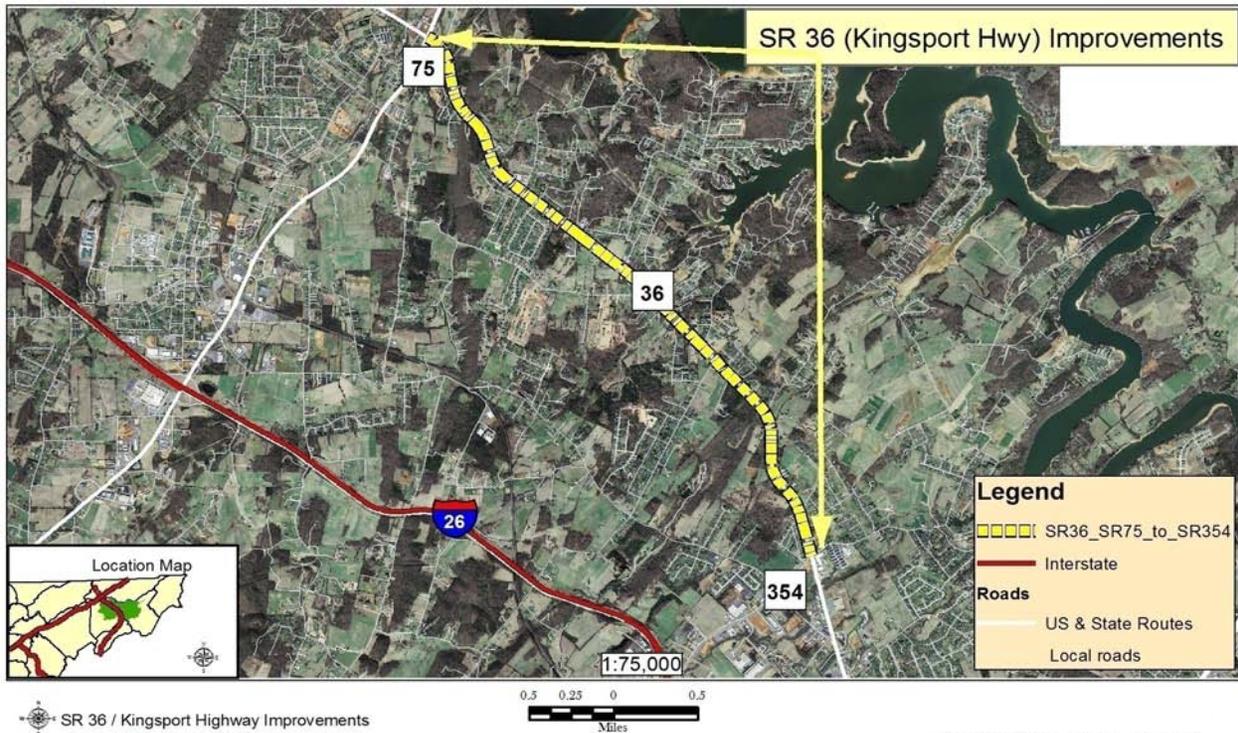
SR 34 / US 11E Bristol Hwy. Improvements

TIP #	2009-01	TDOT PIN#	101398	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY	Washington	LENGTH	4.1 miles	L RTP#	E+C; 13	CONFORMITY	Attainment
PROJECT NAME	SR-36	TOTAL PROJECT COST	\$41,939,950				
TERMINI OR INTERSECTION	SR-354 (Boone Avenue) to SR-75						
PROJECT DESCRIPTION	Widen 2 Lane to 5 Lane						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	Utilities	STP-State	\$3,000,000			\$6,600,000
2011	CN	STP-State	\$38,040,049	\$30,432,039	\$7,608,010	0
2011	CN	HPP	\$899,901	\$719,921	\$ 179,980	0

AMENDMENT #		ADJUSTMENT #	3 (5-10-11)	REMARKS	Project has included HPP funding- HPP ID# 2273.
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Location Map

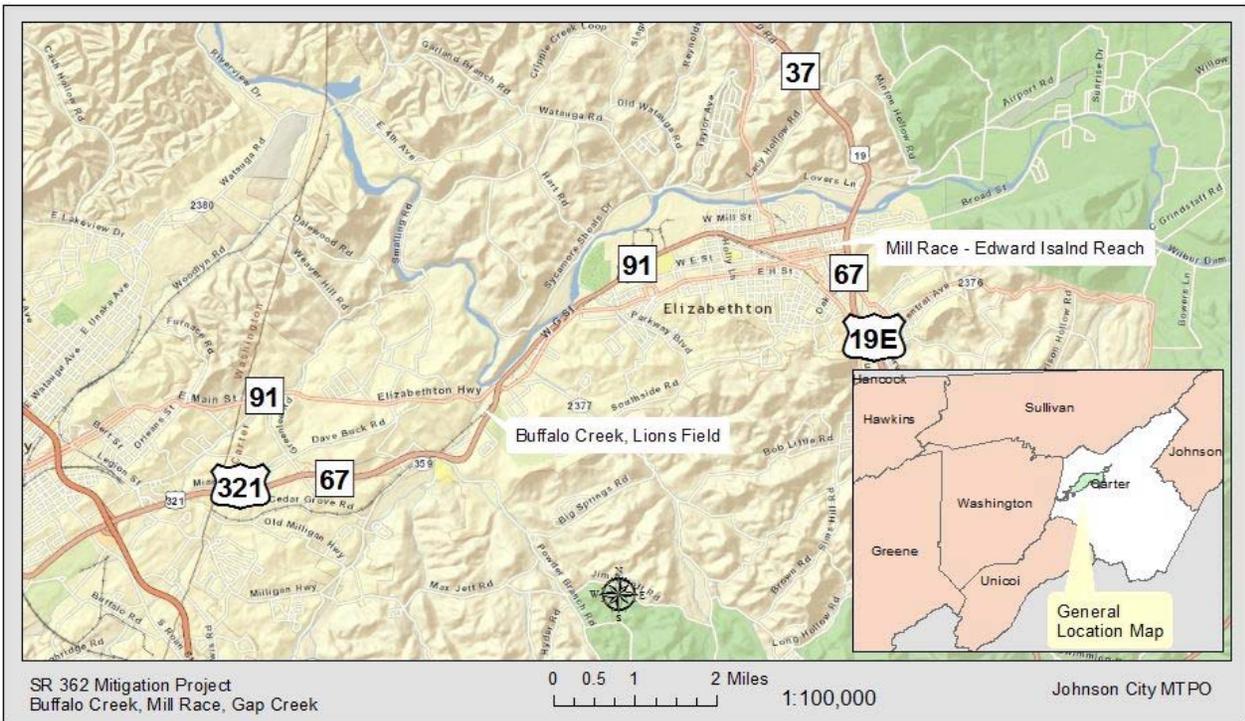


TIP #	2012-02	TDOT PIN#	101216.02	PRIORITY	HIGH	LEAD AGENCY	TDOT
COUNTY/CITY	Carter	LENGTH	5.95	L RTP#	E+C; 11	CONFORMITY	Attainment
PROJECT NAME	SR-362 Mitigation		TOTAL PROJECT COST	\$700,000			
TERMINI OR INTERSECTION	Stream Mitigation at Buffalo Creek and Mill Race						
PROJECT DESCRIPTION	Stream Mitigation						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	CN	STP-STATE	\$700,000	\$560,000	\$140,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	STIP # 10035
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Location Map

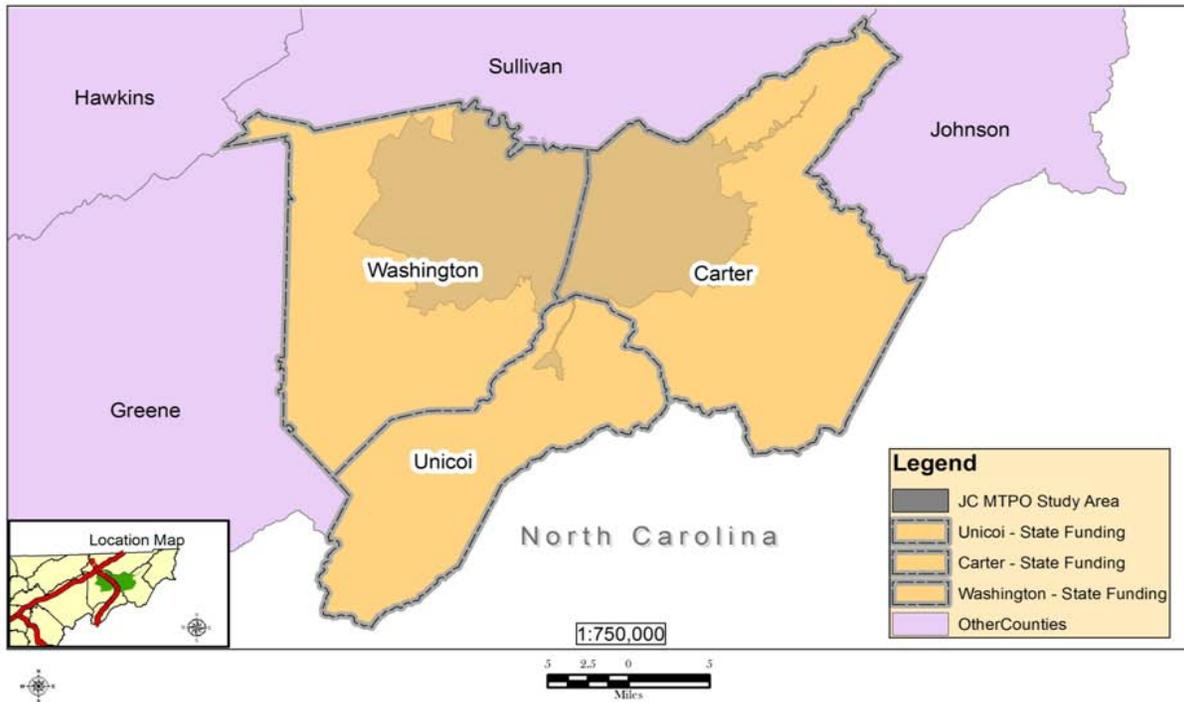


TIP #	2011-07	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi	LENGTH		L RTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Spot Safety Improvements		TOTAL PROJECT COST	\$837,898			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties						
PROJECT DESCRIPTION	Such as signalization, intersection modifications, sight distance modifications, adding turn lanes, school flashing signals, flashing beacons, acquisition of land, R/R grade crossing improvements,etc.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,ROW,CN	STP	\$537,898	\$430,318	\$107,580	
2012	PE,ROW,CN	STP	\$100,000	\$80,000	\$20,000	
2013	PE,ROW,CN	STP	\$100,000	\$80,000	\$20,000	
2014	PE,ROW,CN	STP	\$100,000	\$80,000	\$20,000	

AMENDMENT #		ADJUSTMENT #	1-3/31/11	REMARKS	
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Location Map



SECTION C

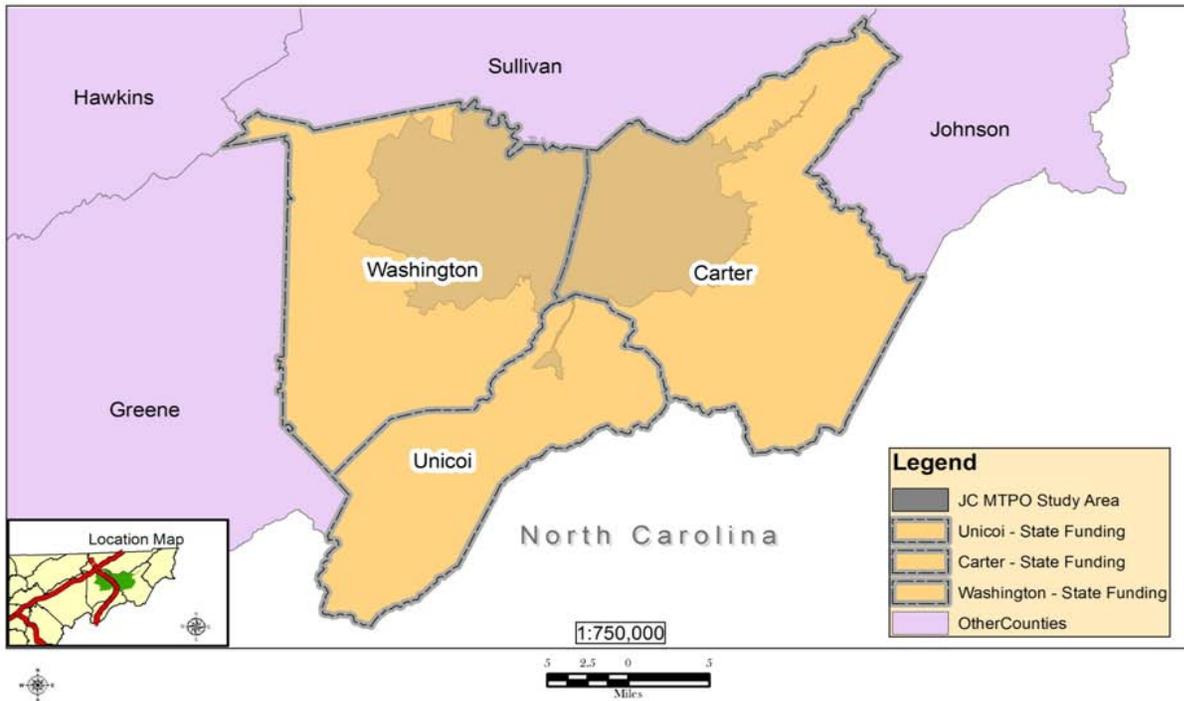
BRIDGE REPLACEMENT PROGRAM

TIP #	2011-08	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT	
COUNTY	Washington/Carter/Unicoi		LENGTH		LRTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Cost overrun for bridge replacement (local)			TOTAL PROJECT COST	\$40,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	JC MTPO area- funds to cover cost overruns on project phases which were included in previous STIPs (Local)							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	BRR-L	\$10,000	\$8,000		\$2,000
2012	PE,CN, ROW	BRR-L	\$10,000	\$8,000		\$2,000
2013	PE,CN, ROW	BRR-L	\$10,000	\$8,000		\$2,000
2014	PE,CN, ROW	BRR-L	\$10,000	\$8,000		\$2,000

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



TIP # TDOT PIN# PRIORITY LEAD AGENCY

COUNTY LENGTH LRTP# CONFORMITY

PROJECT NAME TOTAL PROJECT COST

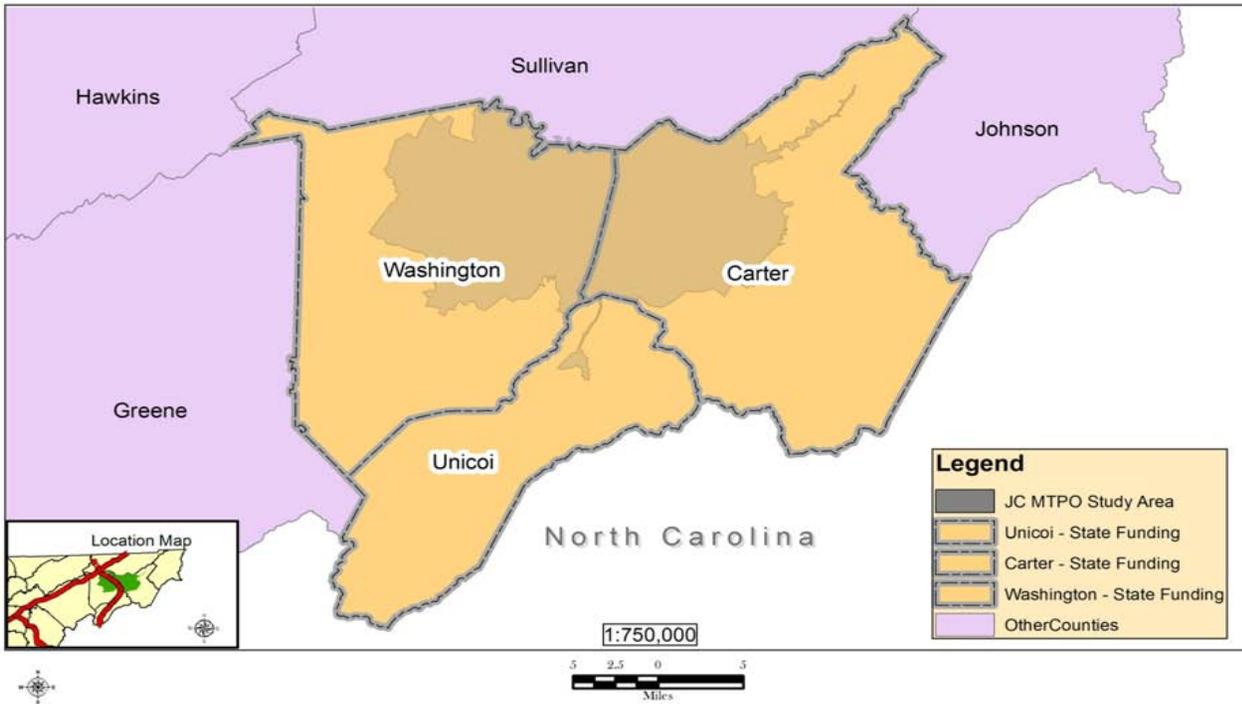
TERMINI OR INTERSECTION

PROJECT DESCRIPTION

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	BRR-L	\$100,000	\$80,000		\$20,000
2012	PE,CN, ROW	BRR-L	\$100,000	\$80,000		\$20,000
2013	PE,CN, ROW	BRR-L	\$100,000	\$80,000		\$20,000
2014	PE,CN, ROW	BRR-L	\$100,000	\$80,000		\$20,000

AMENDMENT # ADJUSTMENT # REMARKS

Location Map

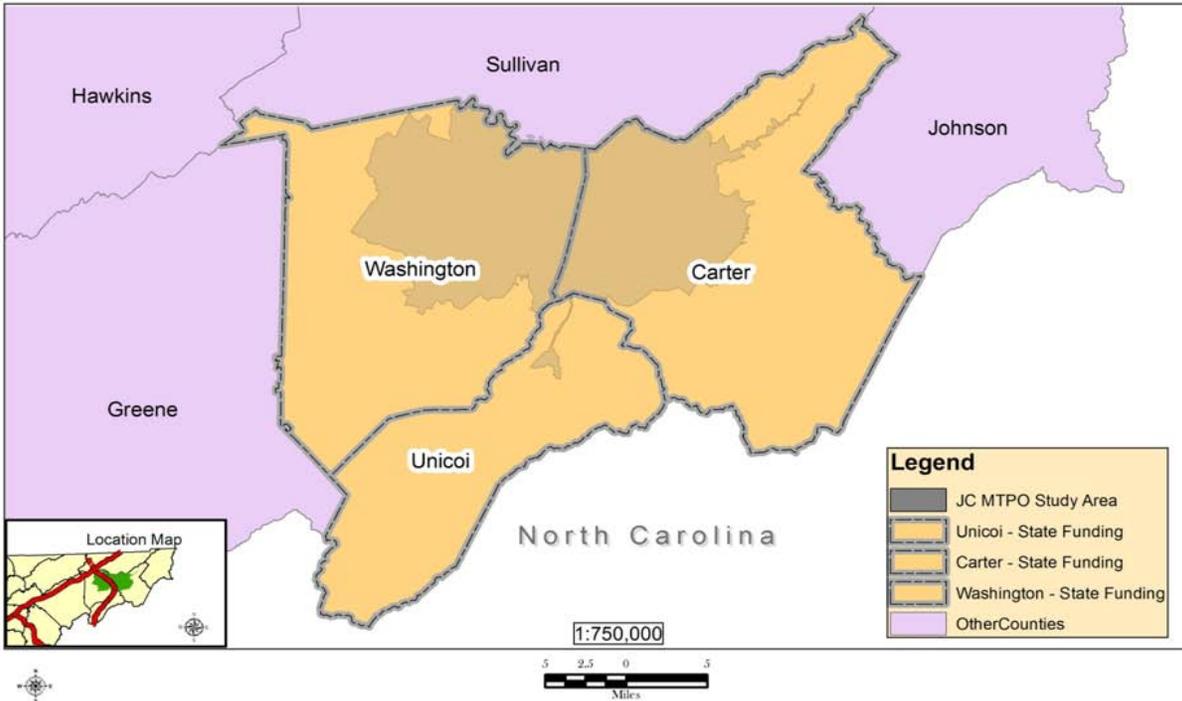


TIP #	2011-10	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT	
COUNTY	Washington/Carter/Unicoi		LENGTH		LRTP#	Consistant with plan	CONFORMITY	Attainment
PROJECT NAME	Cost overrun for bridge replacement (state)			TOTAL PROJECT COST	\$40,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Funds to cover cost overruns on project phases which were included in previous STIPS (State)							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	
2012	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	
2013	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	
2014	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

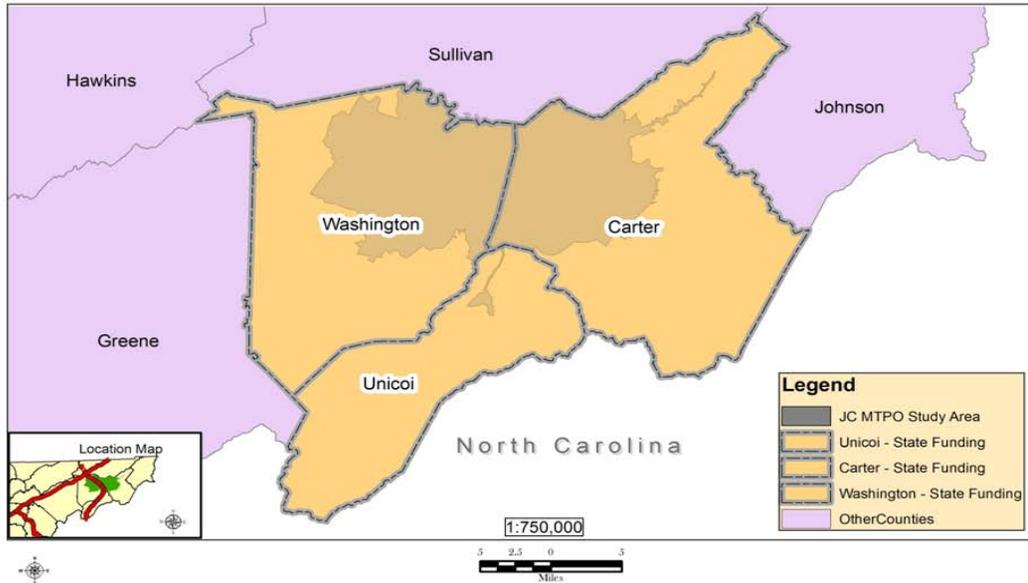


TIP #	2011-11	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi	LENGTH		L RTP#		Consistant with plan	CONFORMITY Attainment
PROJECT NAME	Bridge Replacement State		TOTAL PROJECT COST	\$249,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties						
PROJECT DESCRIPTION	Bridge replacement, rehabilitation, systematic repair and preservation projects in the urbanized areas to be determined during the annual selection						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	BRR-S	\$219,000	\$175,200	\$43,800	
2012	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	
2013	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	
2014	PE,CN, ROW	BRR-S	\$10,000	\$8,000	\$2,000	

AMENDMENT #		ADJUSTMENT #	1-3/31/11 2-4/29/11	REMARKS	State selection process

Location Map



SECTION D

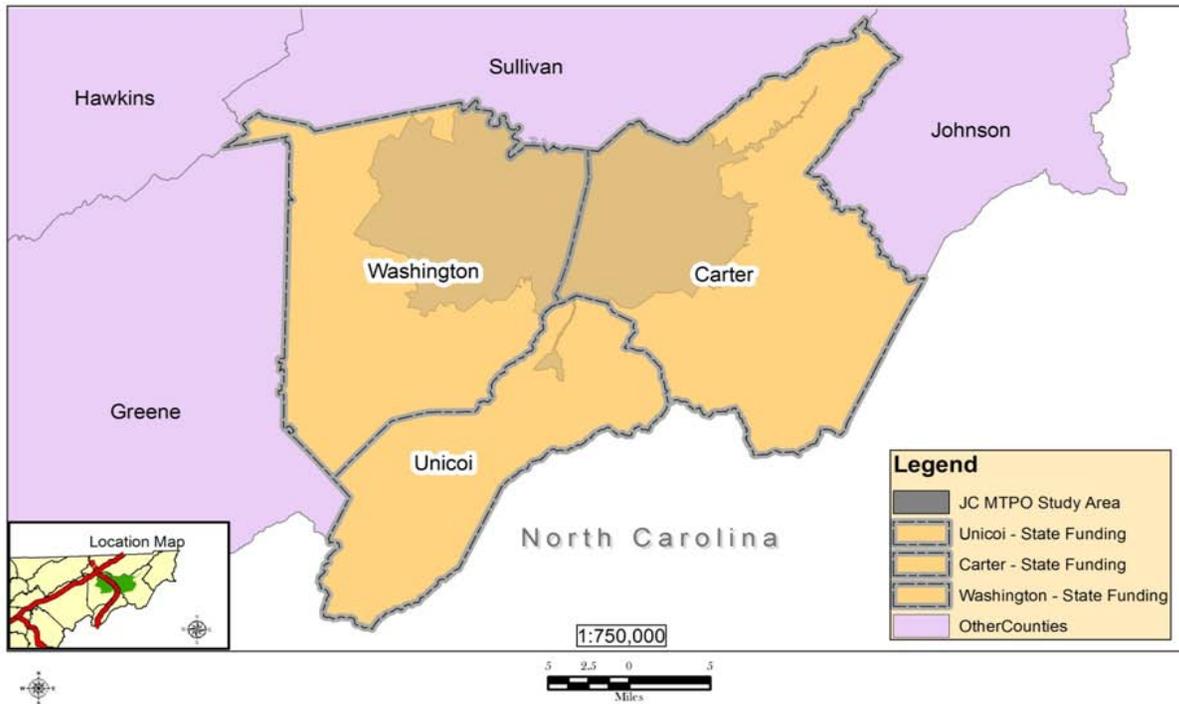
NHS

TIP #	2011-12	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi			LENGTH		L RTP#	
CONFORMITY	Attainment						
PROJECT NAME	Cost Overrun NHS (previous)			TOTAL PROJECT COST	\$300,000		
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties						
PROJECT DESCRIPTION	Funds to cover cost overruns on project phases which were included in previous STIPS						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	PE,CN, ROW	NHS	\$100,000	\$80,000	\$20,000	
2013	PE,CN, ROW	NHS	\$100,000	\$80,000	\$20,000	
2014	PE,CN, ROW	NHS	\$100,000	\$80,000	\$20,000	

AMENDMENT #		ADJUSTMENT #	4- (6/6/11)	REMARKS	
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Location Map

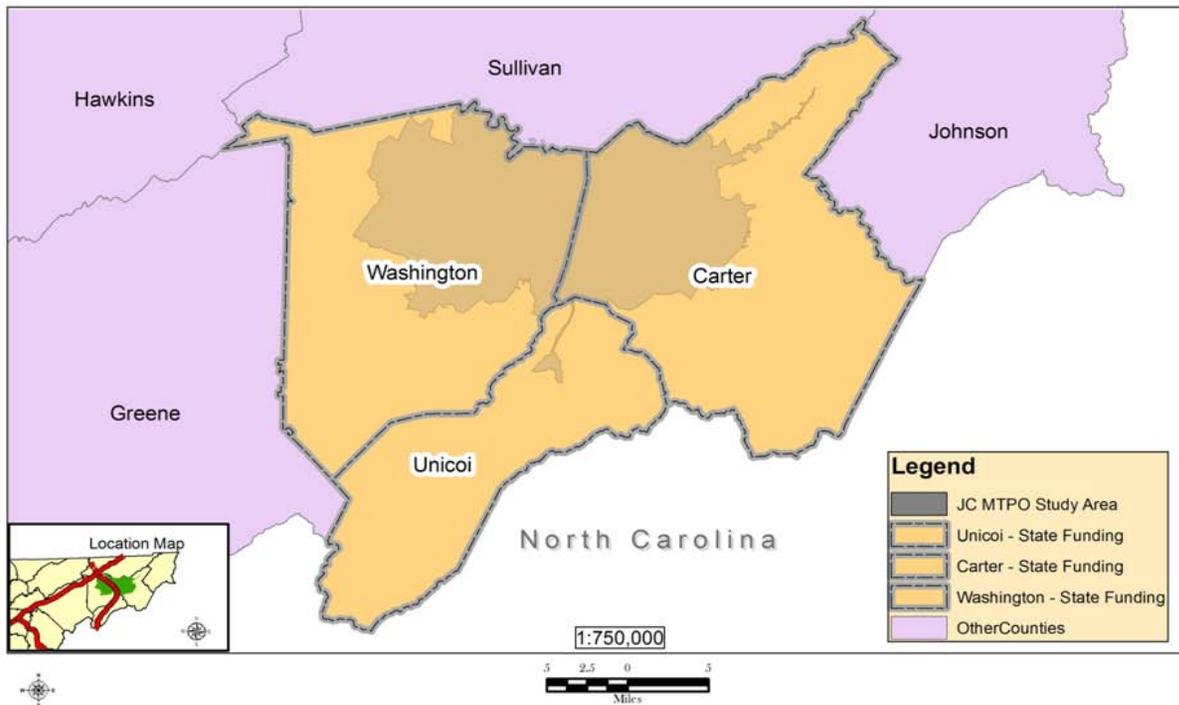


TIP #	2011-13	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT		
COUNTY	Washington/Carter/Unicoi			LENGTH		L RTP#		CONFORMITY	Attainment
PROJECT NAME	Cost Overrun			TOTAL PROJECT COST	\$300,000				
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties								
PROJECT DESCRIPTION	Funds to cover projects in the current STIP where cost overruns resulted in an increased cost of less than 30%								

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	PE,CN, ROW	NHS	\$100,000	\$80,000	\$20,000	
2013	PE,CN, ROW	NHS	\$100,000	\$80,000	\$20,000	
2014	PE,CN, ROW	NHS	\$100,000	\$80,000	\$20,000	

AMENDMENT #		ADJUSTMENT #	4- (6/6/11)	REMARKS	
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Location Map



SECTION E

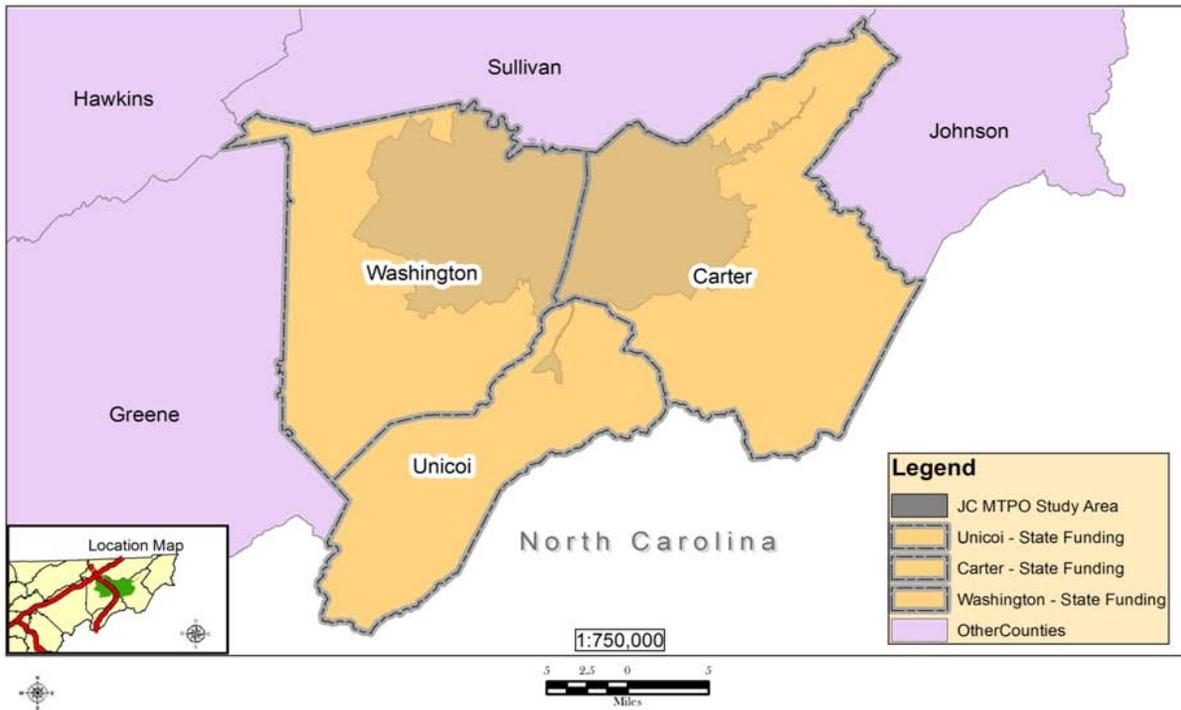
HIGHWAY SAFETY IMPROVEMENT PROGRAM

TIP #	2011-14	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi	LENGTH		LRTP#		CONFORMITY	Attainment
PROJECT NAME	Safety Hazard Elimination	TOTAL PROJECT COST					\$5,000,000
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties						
PROJECT DESCRIPTION	Safety highway hazard elimination such as alignment, spot, intersector improvements, signalizaton, guardrail, lighting, marking, and railroad crossings- (such as, install pads, bells, lights, pavement markings, etc).						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	HSIP	\$1,000,000	\$900,000	\$100,000	
2012	PE,CN, ROW	HSIP	\$2,000,000	\$1,800,000	\$200,000	
2013	PE,CN, ROW	HSIP	\$1,000,000	\$900,000	\$100,000	
2014	PE,CN, ROW	HSIP	\$1,000,000	\$900,000	\$100,000	

AMENDMENT #		ADJUSTMENT #	14- (8/7/12) 15- (9/13/12)	REMARKS	
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Location Map



SECTION F

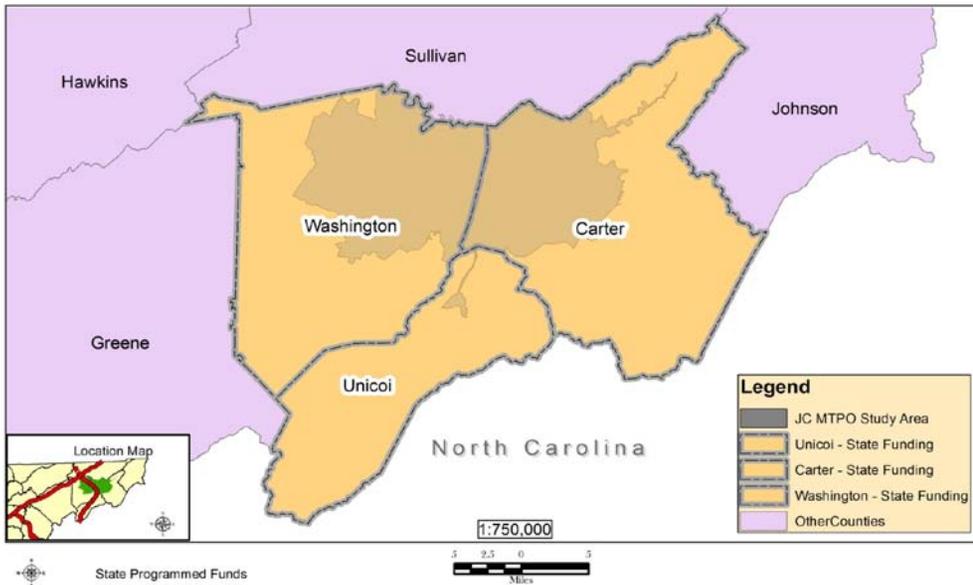
INTERSTATE MAINTENANCE

TIP #	2011-15	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT	
COUNTY	Washington/Carter/Unicoi		LENGTH		L RTP#		CONFORMITY	Attainment
PROJECT NAME	Interstate Maintenance		TOTAL PROJECT COST	\$3,040,000				
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Interstate 3R improvements resurfacing, slide repair, guardrail, signing, signalization, marking, and other preventive maintenance etc.							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	CN	IM	\$10,000	\$9,000	\$1,000	
2012	CN	IM	\$3,010,000	\$2,709,000	\$301,000	
2013	CN	IM	\$10,000	\$9,000	\$1,000	
2014	CN	IM	\$10,000	\$9,000	\$1,000	

AMENDMENT #		ADJUSTMENT #	13 (7/26/12)	REMARKS	
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Location Map

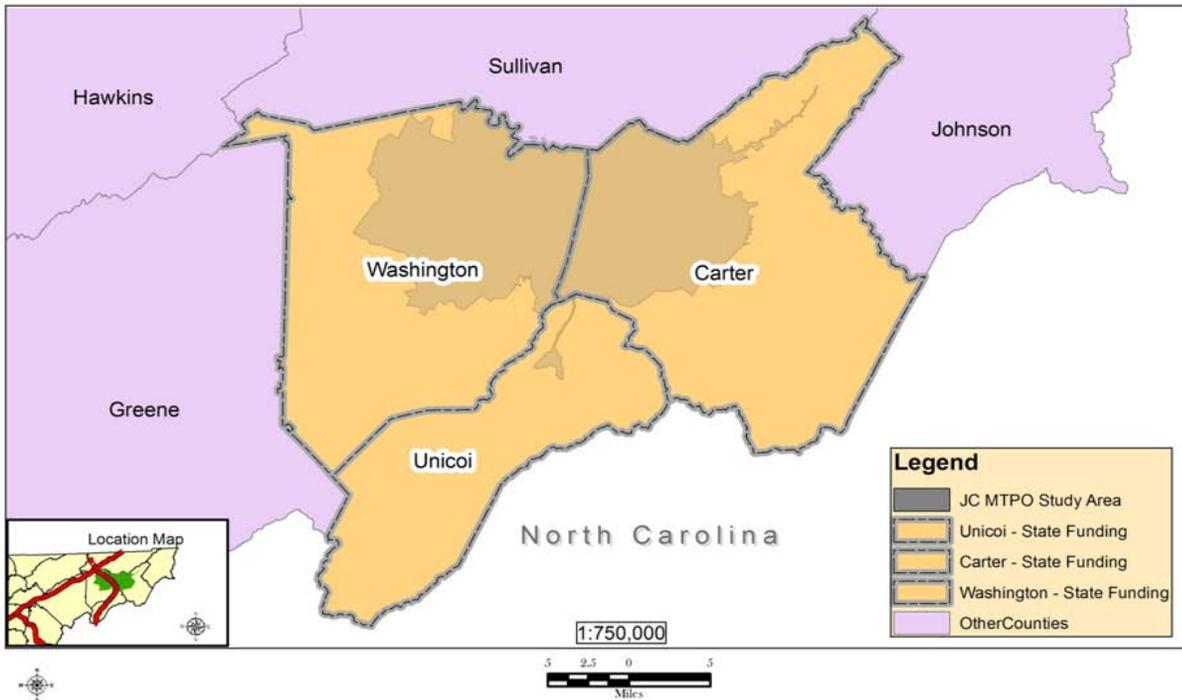


TIP #	2011-16	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT	
COUNTY	Washington/Carter/Unicoi		LENGTH		LRTP#		CONFORMITY	Attainment
PROJECT NAME	Interstate Maintenance		TOTAL PROJECT COST	\$40,000				
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Interstate maintenance funds to cover cost overruns on project phases which were included in previous STIPS							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	CN	IM	\$10,000	\$9,000	\$1,000	
2012	CN	IM	\$10,000	\$9,000	\$1,000	
2013	CN	IM	\$10,000	\$9,000	\$1,000	
2014	CN	IM	\$10,000	\$9,000	\$1,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

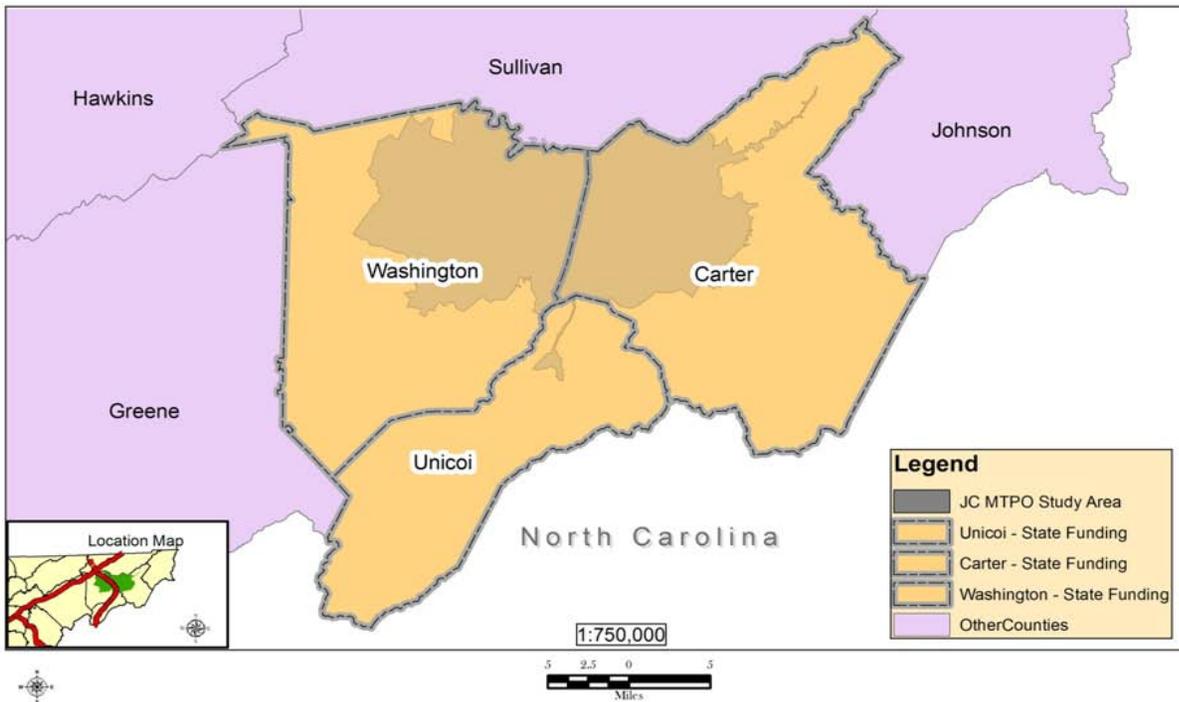


TIP #	2011-17	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT	
COUNTY	Washington/Carter/Unicoi		LENGTH		L RTP#		CONFORMITY	Attainment
PROJECT NAME	Interstate Maintenance		TOTAL PROJECT COST	\$40,000				
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Interstate maintenance funds to cover projects contained in the current STIP where cost overruns have resulted in an increase of less than 30%							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	CN	IM	\$10,000	\$9,000	\$1,000	
2012	CN	IM	\$10,000	\$9,000	\$1,000	
2013	CN	IM	\$10,000	\$9,000	\$1,000	
2014	CN	IM	\$10,000	\$9,000	\$1,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

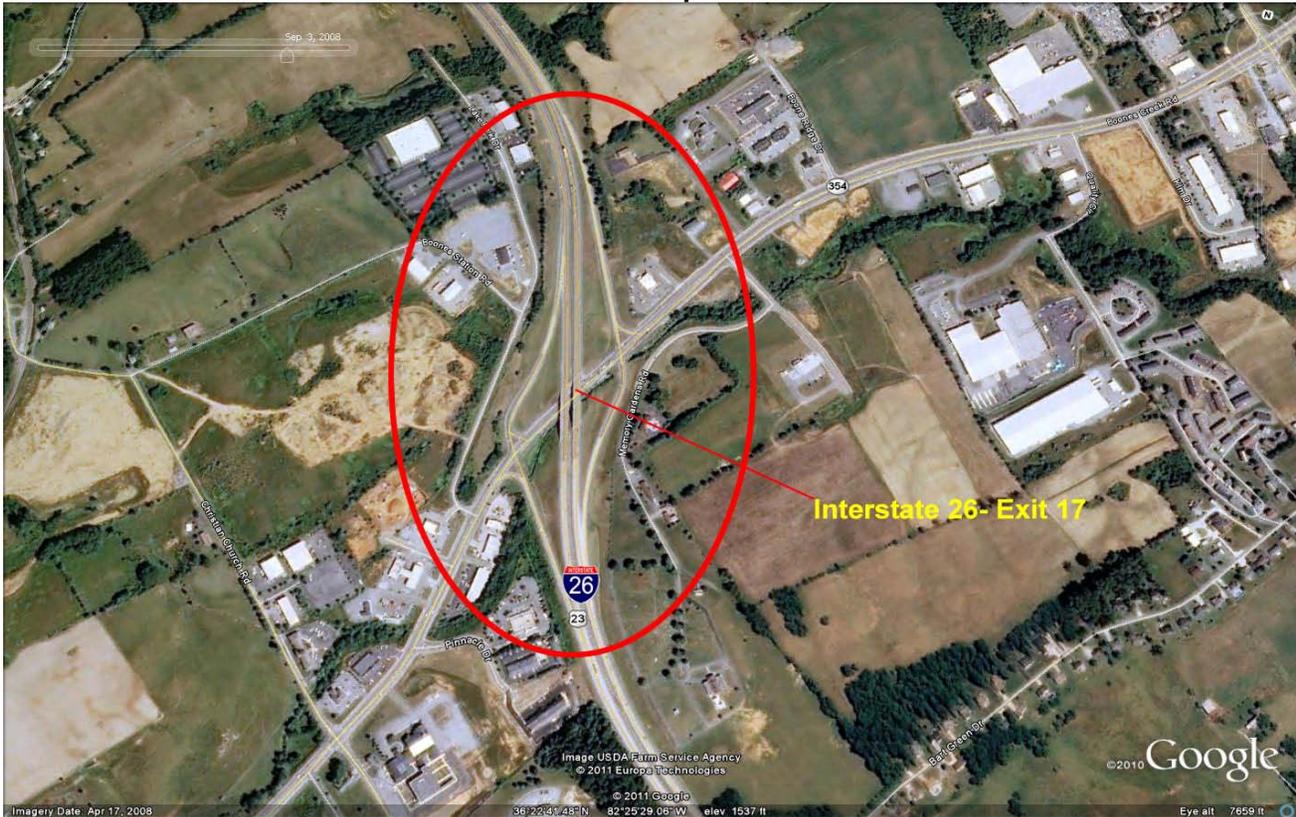


TIP #	2011-30	TDOT PIN#	112456.00	PRIORITY	HIGH	LEAD AGENCY	TDOT
COUNTY	Washington	LENGTH	0.8	L RTP#	Proposed #7 Page 7-24	CONFORMITY	Attainment
PROJECT NAME	I-26 EXIT 17		TOTAL PROJECT COST	\$10,000,000			
TERMINI OR INTERSECTION	Interchange at SR-354						
PROJECT DESCRIPTION	Interchange Modification						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	PE-N	IM	\$800,000	\$720,000	\$80,000	
2012	PE-D	IM	\$200,000	\$180,000	\$20,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



TIP #	2011-31	TDOT PIN#	112457.00	PRIORITY	HIGH	LEAD AGENCY	TDOT
COUNTY	Washington	LENGTH	0.4	LRTP#	Proposed #9 Page 7-24	CONFORMITY	Attainment
PROJECT NAME	I-26 EXIT 24		TOTAL PROJECT COST	\$2,000,000			
TERMINI OR INTERSECTION	Interchange at SR-67 (US-321)						
PROJECT DESCRIPTION	Construct Auxiliary Lane, Widen EB I-26 Travel Lane, etc						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	PE-N	IM	\$80,000	\$72,000	\$8,000	
2012	PE-D	IM	\$20,000	\$18,000	\$2,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



SECTION G

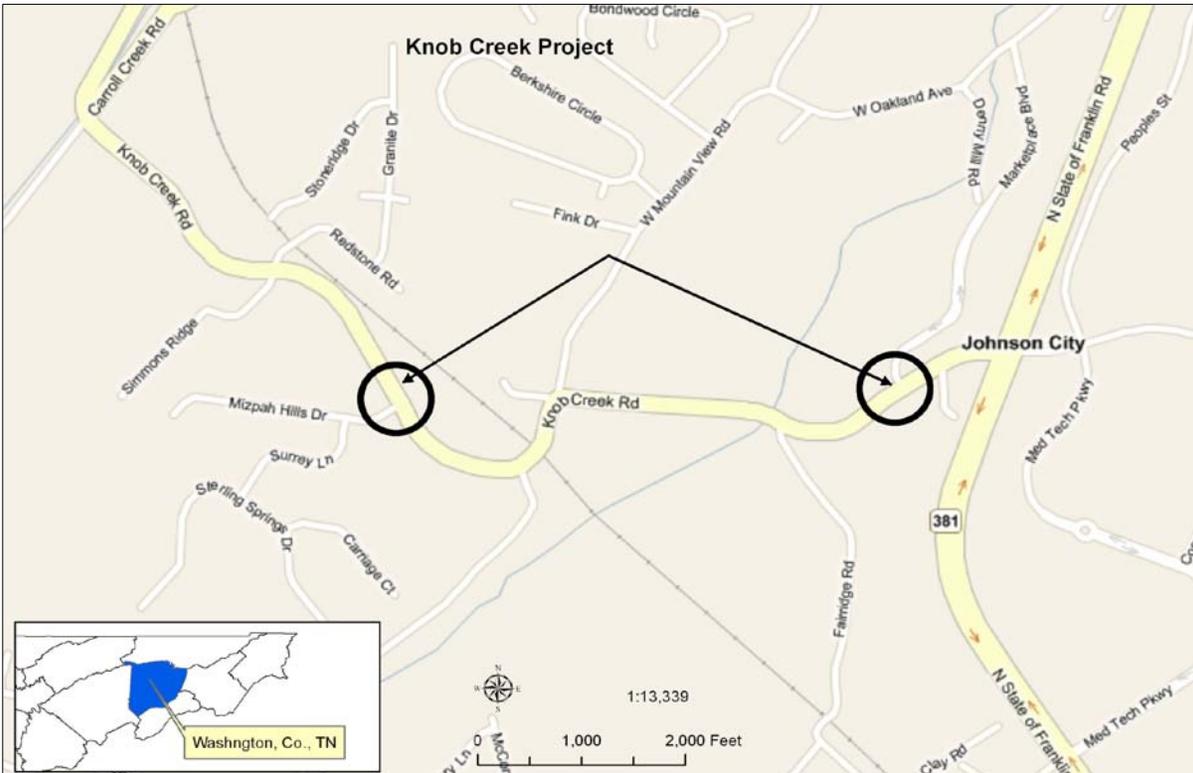
HIGH PRIORITY PROJECTS

TIP #	2006-11	TDOT PIN#	102620.00	PRIORITY	High	LEAD AGENCY	TDOT	
COUNTY/CITY	Washington/Johnson City		LENGTH	0.939	LRTP#	Number 3- E+C- Page 7-16	CONFORMITY	Attainment
PROJECT NAME	Knob Creek Road		TOTAL PROJECT COST	\$4,886,745				
TERMINI OR INTERSECTION	Knob Creek Road, from west of Mizpah Hill Drive to Market Place Blvd.							
PROJECT DESCRIPTION	Construct new 5-lane (TN182/HPP-2904 TN212/HPP-4940)							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,ROW, CN	HPP- TN212	\$2,249,751	\$2,249,751		
2011	PE,ROW, CN	HPP- TN182	\$359,960	\$359,960		

AMENDMENT #		ADJUSTMENT #		REMARKS	Alternate 4 from the APR was selected as the preferred route.
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Location Map

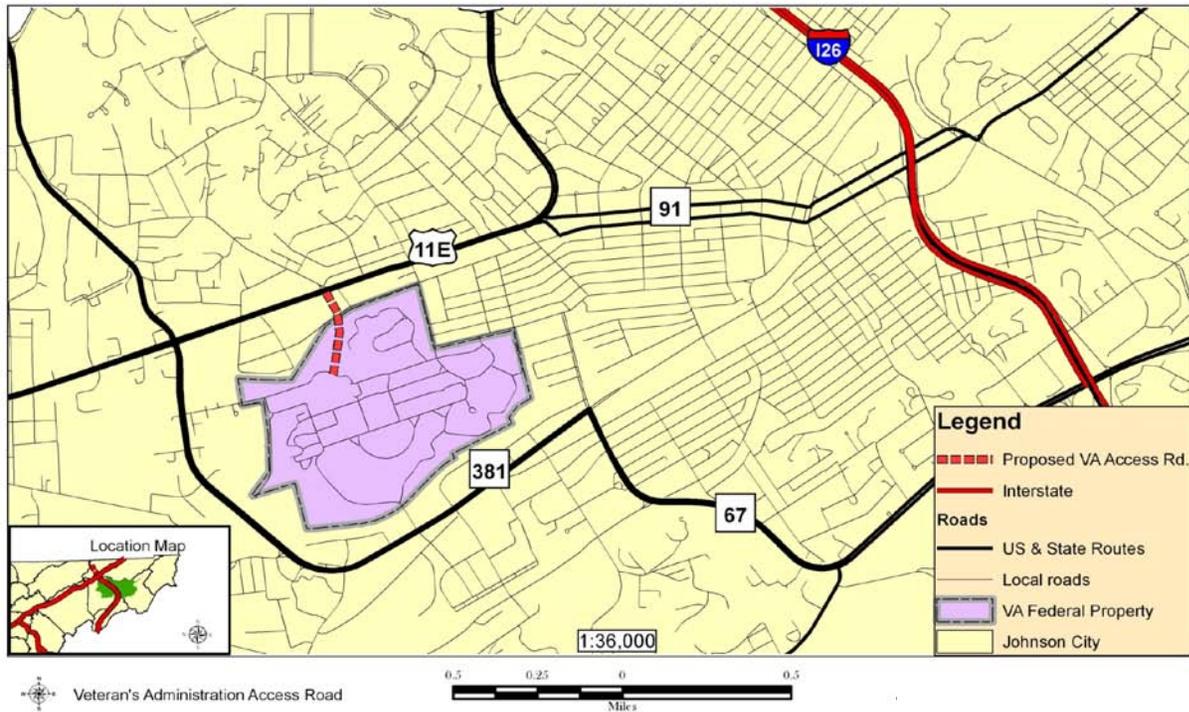


TIP #	2006-12	TDOT PIN#	102618.00	PRIORITY	High	LEAD AGENCY	TDOT / Veterans Admin.
COUNTY	Washington	LENGTH		L RTP#	E+C; 9 page 7-21	CONFORMITY	Attainment
PROJECT NAME	VA Hospital Connector		TOTAL PROJECT COST	\$3,694,629			
TERMINI OR INTERSECTION	W. Markert St (US 11E) to VA Hospital						
PROJECT DESCRIPTION	Construct a new 2-lane access road.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	PE-D	TCSP	\$400,000	\$400,000		
2012	ROW	TCSP	\$452,000	\$452,000		
2012	ROW	HPP	\$1,124,874	\$899,899		\$224,975

AMENDMENT #	9-6/6/2012	ADJUSTMENT #		REMARKS	TN-228/ HPP-4956/TC03(004) Add ROW- \$1,575,729- 2012
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Location Map

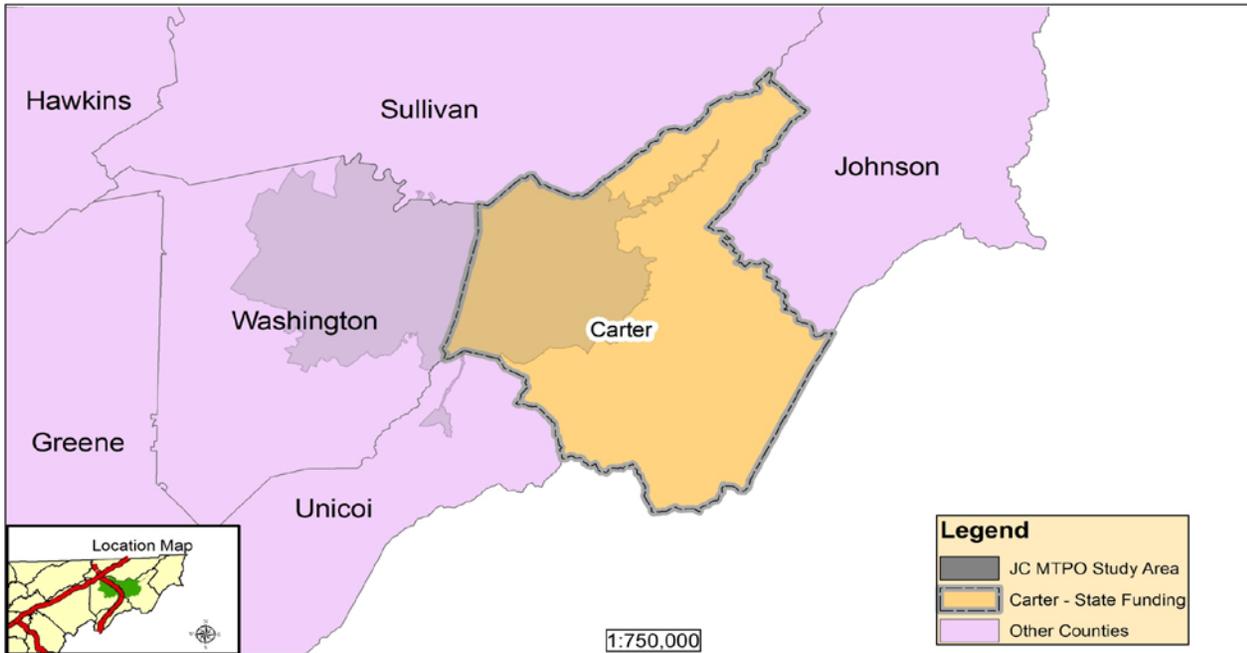


TIP #	2011-18	TDOT PIN#		PRIORITY		LEAD AGENCY	Carter
COUNTY	Carter	LENGTH		LRTP#	CONSISTENT W/PLAN	CONFORMITY	Attainment
PROJECT NAME	Carter Co. Streetscape Repair		TOTAL PROJECT COST	\$562,439			
TERMINI OR INTERSECTION	Carter County						
PROJECT DESCRIPTION	HPP ID#4959- Improve streetscape and pavement repair						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN, ROW	HPP-L	\$562,439	\$449,951		\$112,488
2012						
2013						
2014						

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map

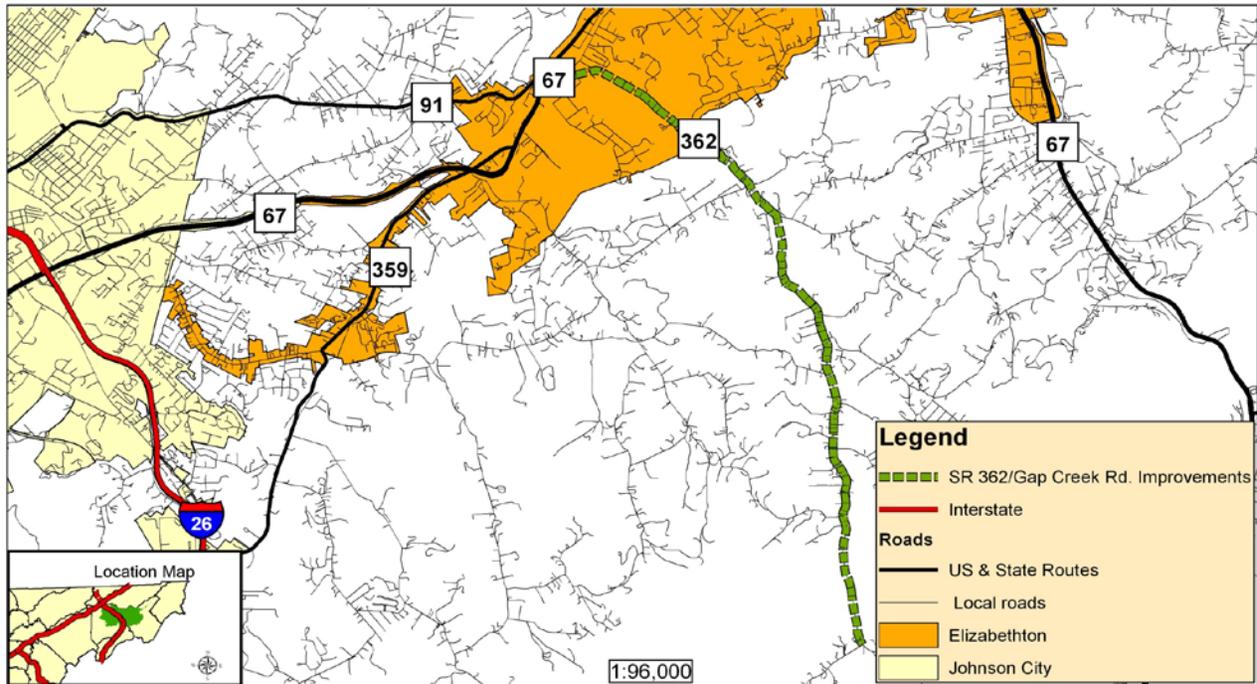


TIP #	2006-06	TDOT PIN#	101216.00	PRIORITY	In STIP	LEAD AGENCY	TDOT
COUNTY/CITY	Carter	LENGTH	5.8 mi	LRTP#	E+C; 11	CONFORMITY	Attainment
PROJECT NAME	SR 362 (Gap Creek Rd.) Improvements		TOTAL PROJECT COST	\$64,125,350			
TERMINI OR INTERSECTION	From US 321 /SR 67 (East Elk Ave.) in Elizabethton to SR 361						
PROJECT DESCRIPTION	Reconstruct & Widen to 2/3 Lanes						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	CN	STP-STATE	\$45,800,000	\$36,640,000	\$9,160,000	

AMENDMENT #		ADJUSTMENT #	5- (6/9/11) 8- (12/16/11)	REMARKS	This project previously had HPP funding.
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Location Map



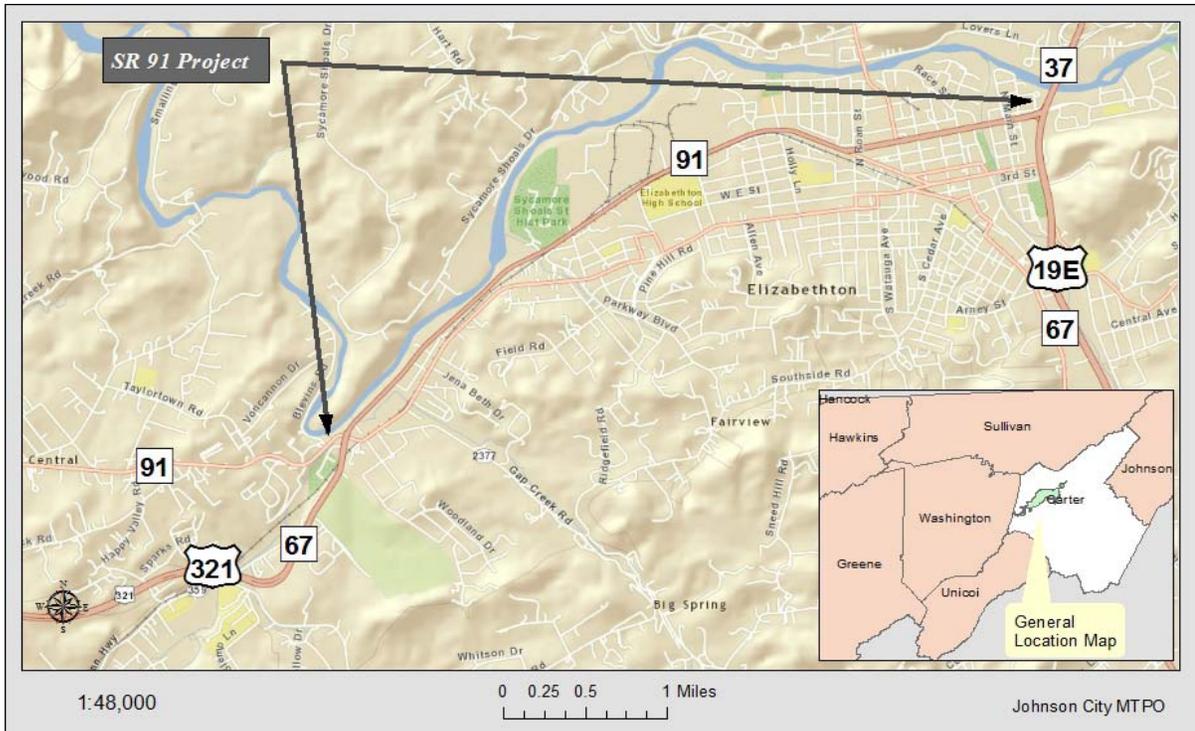
SR 362 / Gap Creek Improvements

TIP #	2006-10	TDOT PIN#	43975.01	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY	Carter	LENGTH	5	L RTP#	E+C #12	CONFORMITY	Attainment
PROJECT NAME	State Route (SR) 91 Extension		TOTAL PROJECT COST	\$24,700,000			
TERMINI OR INTERSECTION	HPP ID# TN024/TEA-21 Sec. 1602 SR 67-(US 321) to SR-37 (US -19E)						
PROJECT DESCRIPTION	Reconst. existing 5-lane for various safety and pedestrian improvements, including repaving ,restriping ,curb ,gutter, sidewalks, etc.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	ROW	HPP	\$5,200,000	\$4,160,000	\$1,040,000	
2012	PE(ADD)	HPP	\$453,089	\$362,471	\$90,618	

AMENDMENT #		ADJUSTMENT #		REMARKS	In Previous TIP: STIP # 10010
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Location Map



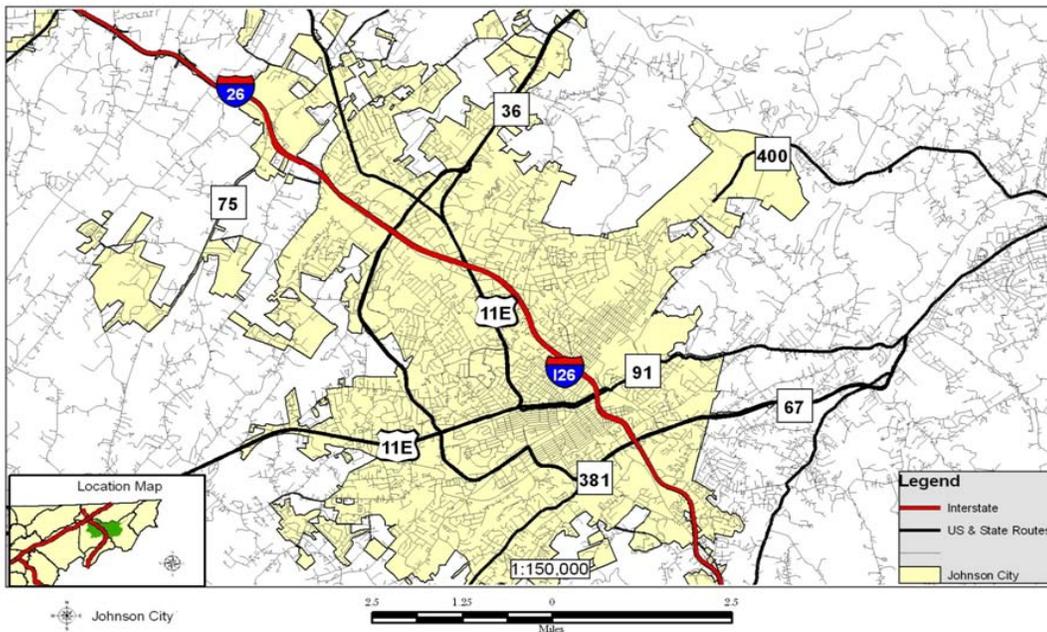
SECTION H

TRANSIT PROJECTS

TIP #	2011-19	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	LRTP #		CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	Operating Expenses	Total Project Cost	\$9,417,865	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Allows for the day to day operation of transit services for the community						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5307	\$2,247,865	\$1,096,699	\$462,790	\$688,376
2012	5307	\$2,318,000	\$1,160,000	\$463,000	\$695,000
2013	5307	\$2,393,000	\$1,200,000	\$468,000	\$725,000
2014	5307	\$2,459,000	\$1,230,000	\$472,000	\$757,000

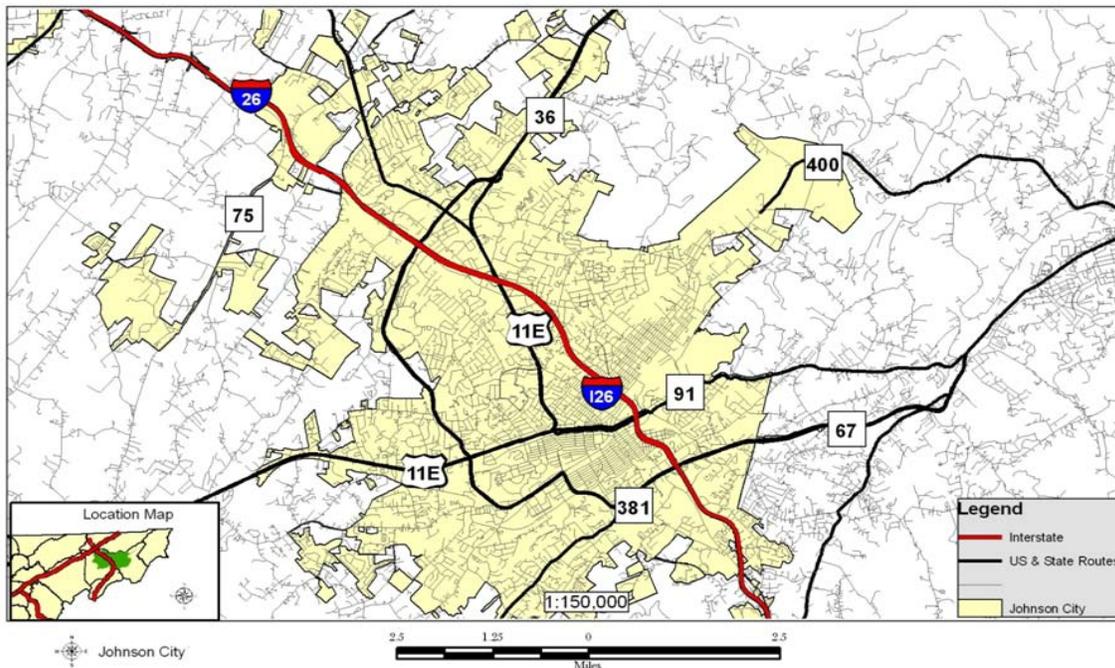
AMENDMENT #		ADJUSTMENT #	6 (6/30/11)	REMARKS	



TIP #	2011-20	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	LRTP #	CONSISTENT W/PLAN	CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	Para-Transit Vehicles/Buses/Technology	Total Project Cost	\$1,525,000	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Purchase of light-duty para-transit vehicles, buses and/or technology systems						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5309	\$275,000	\$228,250	\$23,375	\$23,375
2012	5309	\$700,000	\$581,000	\$59,500	\$59,500
2013	5309	\$275,000	\$228,250	\$23,375	\$23,375
2014	5309	\$275,000	\$228,250	\$23,375	\$23,375

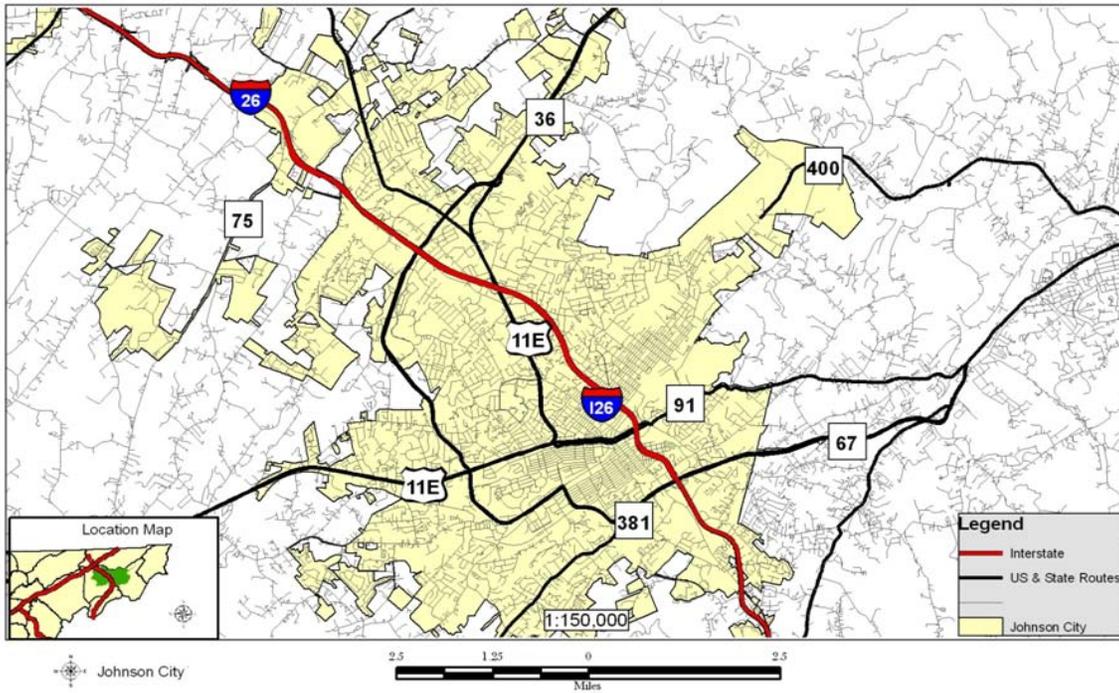
AMENDMENT #	11 (8/28/12)	ADJUSTMENT #		REMARKS	Due to recent flooding some para-vehicles were declared a loss and/or damaged and the TIP must be amended, so JCT can apply for funds.



TIP #	2011-21	TDOT PIN #		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	LRTP #	CONSISTENT W/PLAN	CONFORMITY STAT.	Attainment
ROUTE/PROJECT NAME	Transfer Area	Total Project Cost	\$275,000	Submitted TIP			
TERMINI OR INTERSECTION	N/A						
PROJECT DESCRIPTION	Transfer Area for fixed route buses, including shelter and bus lanes						

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5309	\$0	\$0	\$0	\$0
2012	5309	\$275,000	\$220,000	\$27,500	\$27,500
2013	5309	\$0	\$0	\$0	\$0
2014	5309	\$0	\$0	\$0	\$0

AMENDMENT #		ADJUSTMENT #		REMARKS	

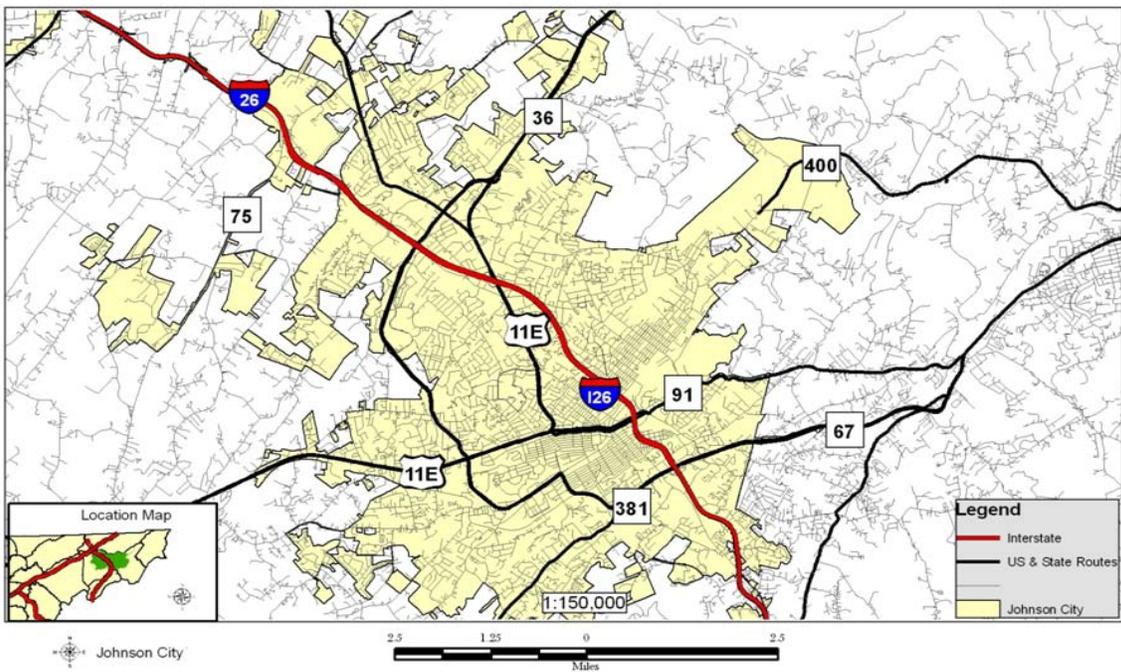


Adjusted
February 18, 2013

TIP # <input type="text" value="2011-22"/>	TDOT PIN # <input type="text"/>	PRIORITY <input type="text"/>	LEAD AGENCY <input type="text" value="Johnson City Transit"/>
COUNTY/CITY <input type="text" value="Washington/Johnson City"/>	LENGTH <input type="text" value="N/A"/>	LRTP # <input type="text" value="CONSISTENT W/PLAN"/>	CONFORMITY STAT. <input type="text" value="Attainment"/>
ROUTE/PROJECT NAME <input type="text" value="Capital Expenses"/>	Total Project Cost <input type="text" value="\$1,566,212"/>	Submitted TIP <input type="text"/>	
TERMINI OR INTERSECTION <input type="text" value="N/A"/>			
PROJECT DESCRIPTION <input type="text" value="Preventive maintenance and capital projects"/>			

Fiscal Year	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	5307	\$468,712	\$374,970	\$46,871	\$46,871
2012	5307	\$410,000	\$328,000	\$41,000	\$41,000
2013	5307	\$343,750	\$275,000	\$34,375	\$34,375
2014	5307	\$343,750	\$275,000	\$34,375	\$34,375

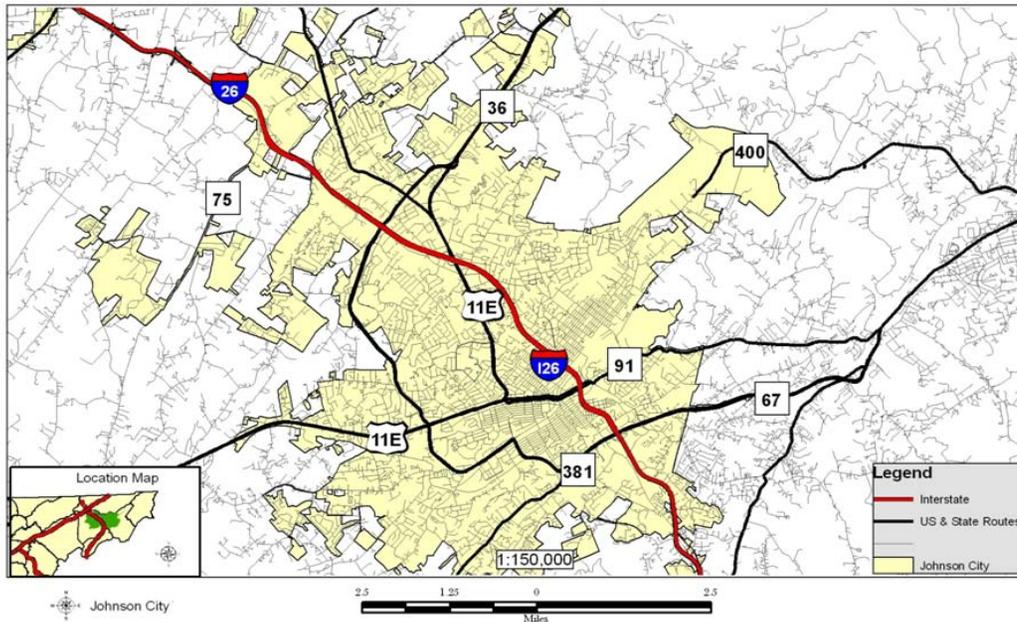
AMENDMENT # <input type="text" value="5 (11/3/11)"/>	ADJUSTMENT # <input type="text" value="6 (6/30/11)"/> <input type="text" value="17 (2/18/13)"/>	REMARKS <input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>



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

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

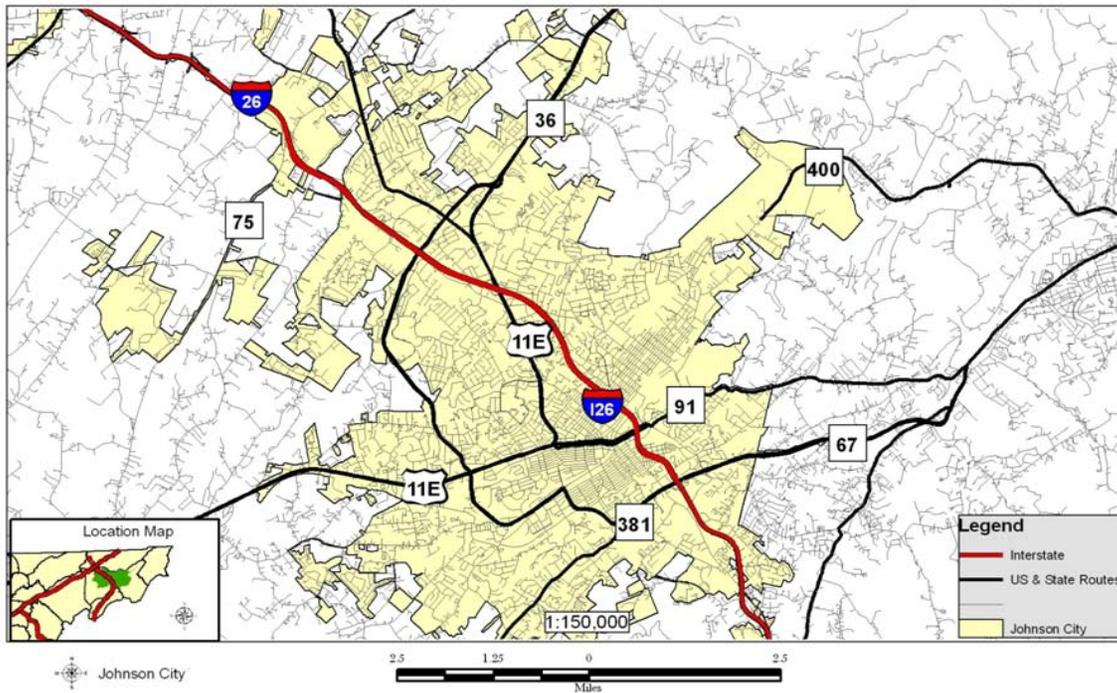
AMENDMENT #	1 (6-8-11)	ADJUSTMENT #		REMARKS	



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

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

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



SECTION I

OTHER AGENCIES

TIP #	2011-25	TDOT PIN#		PRIORITY		LEAD AGENCY	Dawn of Hope	
COUNTY	Washington/Carter/Unico	LENGTH	N/A	L RTP#		CONSISTENT W/PLAN	CONFORMITY	Attainment
PROJECT NAME	Dawn of Hope Vehicle Purchase		TOTAL PROJECT COST	\$151,250				
TERMINI OR INTERSECTION	Purchase of buses. Directly benefits transportation needs of ADA clients in the JCMTPO region.							
PROJECT DESCRIPTION	Purchase of 3 passenger vehicles.							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011		5310	\$151,250	\$121,000	\$ 15,125	\$15,125

AMENDMENT #		ADJUSTMENT #		REMARKS	
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SECTION J

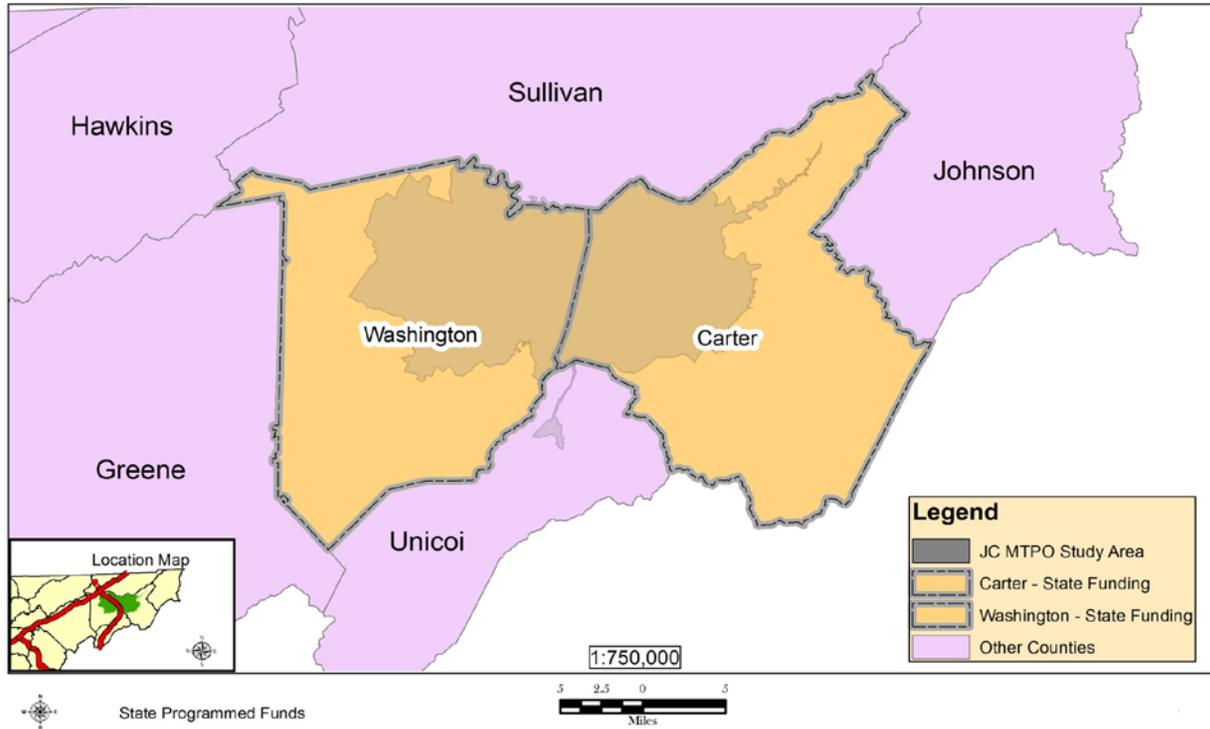
ENHANCEMENT

TIP #	2011-26	TDOT PIN#		PRIORITY	High	LEAD AGENCY		
COUNTY/CITY	Washington/Carter/Unicoi		LENGTH		L RTP#	CONSISTENT W/PLAN	CONFORMITY	Attainment
PROJECT NAME	Transportation Enhancement Bucket		TOTAL PROJECT COST	\$4,707,200				
TERMINI OR INTERSECTION								
PROJECT DESCRIPTION	Transportation Enhancement and Roadscape Projects Selected During the annual awards							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE,CN	STP-EN	\$3,047,200	\$2,437,760		\$609,440
2012	PE,CN	STP-EN	\$830,000	\$664,000		\$166,000
2013	PE,CN	STP-EN	\$830,000	\$664,000		\$166,000

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



TIP #	2008-26	TDOT PIN#	111019.00	PRIORITY		LEAD AGENCY	Elizabethton
COUNTY/CITY	Carter/Elizabethton	LENGTH	Approximately 200ft.	L RTP#	Consistent with Plan	CONFORMITY	Attainment
PROJECT NAME	Elizabethton Historic Covered Bridge		TOTAL PROJECT COST	\$400,000			
TERMINI OR INTERSECTION	Elizabethton Covered Bridge over the Doe River						
PROJECT DESCRIPTION	Rehabilitation of a historic covered bridge for use as a pedestrian facility. Project includes the replacement of steel rods and thrust bearings, replacement of miscellaneous timber elements, repair and repainting the clapboard siding and the installation of a fire-prevention.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE, ROW,CN	NHCB*	\$400,000	\$320,000		\$80,000

AMENDMENT #		ADJUSTMENT #		REMARKS	National Historic Covered Bridge (Section 1804, SAFETEA-LU)
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Location Map



Elizabethton Covered Bridge

SECTION K

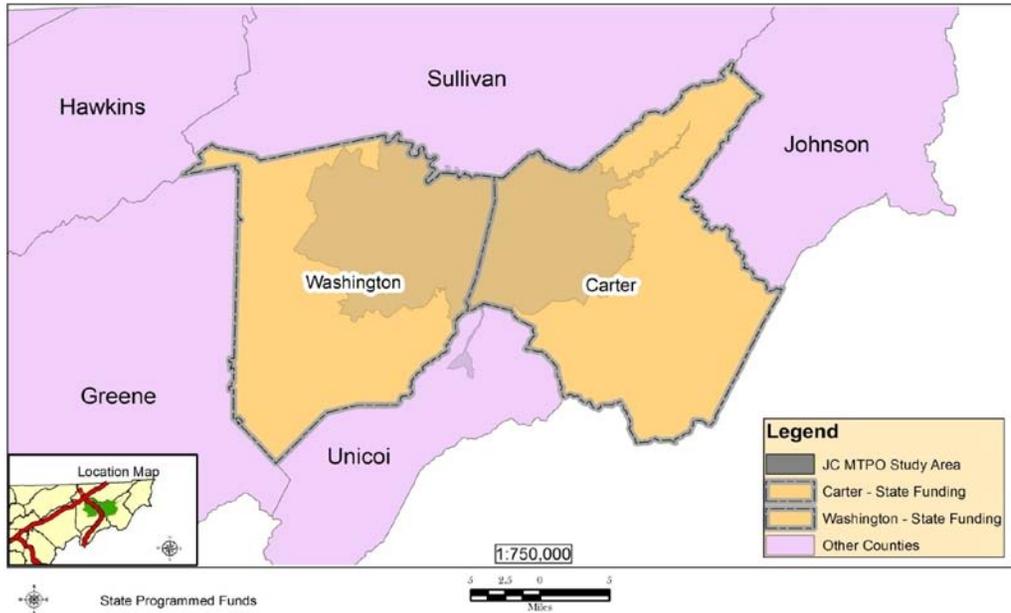
SAFE ROUTES TO SCHOOLS

TIP #	2011-27	TDOT PIN#		PRIORITY		LEAD AGENCY		
COUNTY/CITY	Washington/Carter/Unicoi		LENGTH		L RTP#	Consistent w/Plan	CONFORMITY	Attainment
PROJECT NAME	Safe Routes to School		TOTAL PROJECT COST	\$500,000				
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties							
PROJECT DESCRIPTION	Safe Routes to School Projects Selected During the Annual Awards							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE, ROW, CN	Safe Routes	\$500,000	\$500,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	
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Location Map



SECTION L

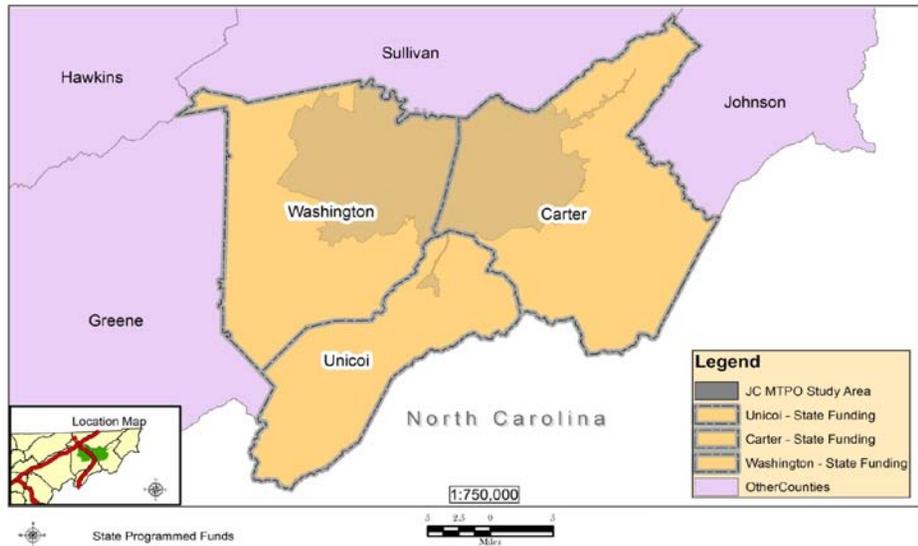
BRBD

TIP #	2011-28	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi		LENGTH		L RTP#	Consistent with plan. Chapter 9-	CONFORMITY - Attainment
PROJECT NAME	BRIDGE Bond Bucket		TOTAL PROJECT COST	\$30,000			
TERMINI OR INTERSECTION	Throughout Washington, Carter, and Unicoi Counties						
PROJECT DESCRIPTION	Bridge replacement, rehabilitation, systematic repair and preservation projects in the urbanized areas. State projects using this funding category will be processed thru the advance construction procedures.						

FISCAL YEAR	TYPE OF WORK		FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
	PE, CN,	ROW					
2011	PE, CN,	ROW	BRBD	\$10,000		\$10,000	
2012	PE, CN,	ROW	BRBD	\$10,000		\$10,000	
2013	PE, CN,	ROW	BRBD	\$10,000		\$10,000	
2014	PE, CN,	ROW	BRBD				

AMENDMENT #		ADJUSTMENT #		REMARKS	Funding provided by the Bridge Bond Authorization

Location Map



SECTION M

ITS

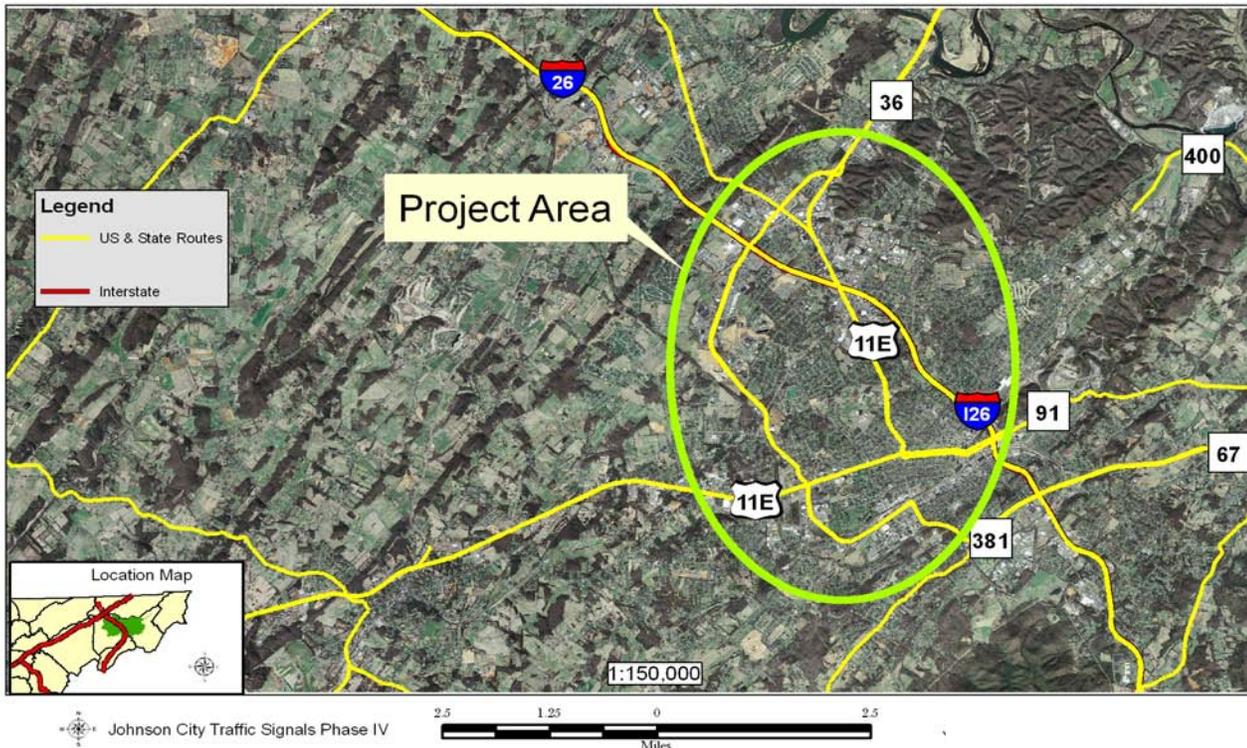
**Adjusted
January 14, 2013**

TIP #	2010-03	TDOT PIN#	41039.00	PRIORITY	HIGH	LEAD AGENCY	Johnson City
COUNTY	Washington	LENGTH	N/A	LRTP#	Consistent with plan - Chapter 5	CONFORMITY	Attainment
PROJECT NAME	Johnson City Intelligent Transportation System Project (formerly IVHS)			TOTAL PROJECT COST	\$10,390,500		
TERMINI OR INTERSECTION	Johnson City Tennessee						
PROJECT DESCRIPTION	Med Tech Corridor in Johnson City Tennessee - Intelligent Transportation Systems Project (Formerly know as Intelligent Vehicle Highway System)						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2011	PE	IVHS-Earmark	\$408,554	\$326,843	40,855	40,855
2011	CN	IVHS-Earmark	\$3,870,000	\$3,096,000	\$ 387,000	\$387,000
2011	ROW	IVHS-Earmark	\$30,000	\$24,000	\$ 3,000	\$3,000
2013	CN	STP-Local	\$703,000	\$562,400	\$ -	\$140,600

AMENDMENT #	ADJUSTMENT #	REMARKS
	16 (1/16/13)	All funds for this project have been Federally Obligated. This amendment moves funding from the PE phase to the CN phase. Federal Proj. # IVHS-9447(402), State Proj. # 90952-1642-54. This project is in a previous TIP.

Location Map



SECTION N

SUMMARY TABLES

JOHNSON CITY MTPO 2011 - 2014 TIP HIGHWAY FUNDING SUMMARY

Tables reflect Year of Expenditure Dollars and a 2.5% inflation rate was used.

A one percent inflation rate was used for Operations & Maintenance.

HIGHWAY TOTALS FOR FY-2011

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$229,000.00	\$229,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$9,159,563.00	\$9,159,563.00	\$0.00
IM	\$405,000.00	\$405,000.00	\$0.00
NHS	\$0.00	\$0.00	\$0.00
STP (State)	\$98,387,947.00	\$98,387,947.00	\$0.00
STP (Local)	\$8,699,066.00	\$7,146,600.00	\$1,552,466.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$500,000.00	\$500,000.00	\$0.00
Operations & Maintenance	\$13,507,661.00	\$13,507,661.00	\$0.00
ENH	\$2,437,760.00	\$2,437,760.00	\$0.00
IVHS	\$3,446,843.00	\$3,446,843.00	\$0.00
NHCB	\$320,000.00	\$320,000.00	\$0.00
Local (100%)	\$2,313,308.00	\$2,313,308.00	\$0.00
Total	\$140,504,148.00	\$138,951,682.00	\$1,552,466.00

HIGHWAY TOTALS FOR FY-2012

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$6,552,988.00	\$6,552,988.00	\$0.00
IM	\$4,930,000.00	\$4,930,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$9,310,000.00	\$9,310,000.00	\$0.00
STP (Local)	\$2,707,808.00	\$510,000.00	\$2,197,808.00
HSIP	\$2,000,000.00	\$2,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,642,738.00	\$13,642,738.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
TCSP	\$852,000.00	\$852,000.00	\$0.00
Local (100%)	\$477,975.00	\$477,975.00	\$0.00
Total	\$41,455,509.00	\$39,257,701.00	\$2,197,808.00

HIGHWAY TOTALS FOR FY-2013

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$3,830,000.00	\$3,830,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$3,353,150.00	\$2,378,400.00	\$974,750.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,779,166.00	\$13,779,166.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$277,000.00	\$277,000.00	\$0.00
Total	\$23,531,316.00	\$22,556,566.00	\$974,750.00

HIGHWAY TOTALS FOR FY-2014

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$0.00	\$0.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,130,092.00	\$470,000.00	\$1,660,092.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,916,957.00	\$13,916,957.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$0.00	\$0.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$47,000.00	\$47,000.00	\$0.00
Total	\$17,742,049.00	\$16,081,957.00	\$1,660,092.00

Grand Total	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
	\$223,233,022.00	\$221,572,930.00	\$1,660,092.00

JC MTPO 2011 - 2014 TIP STP LOCAL SUMMARY

2011		
Carryover Balance		\$7,543,724.00
Allocation	+	\$1,155,342.00
Total Funds Available	=	\$8,699,066.00
Projects	-	\$7,146,600.00
Remaining 2011	=	\$1,552,466.00

2012		
Carryover Balance		\$1,552,466.00
Allocation	+	\$1,155,342.00
Total Funds Available	=	\$2,707,808.00
Projects	-	\$510,000.00
Remaining 2012	=	\$2,197,808.00

2013		
Carryover Balance		\$2,197,808.00
Allocation	+	\$1,155,342.00
Total Funds Available	=	\$3,353,150.00
Projects	-	\$2,378,400.00
Remaining 2013	=	\$974,750.00

2014		
Carryover Balance		\$974,750.00
Allocation	+	\$1,155,342.00
Total Funds Available	=	\$2,130,092.00
Projects	-	\$470,000.00
Remaining 2014	=	\$1,660,092.00

Johnson City Transit Summary

	FY 2011				FY 2012			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 1,974,919	\$ 670,536	\$ 896,122	\$ 3,541,577	\$ 2,655,000	\$ 733,000	\$ 965,000	\$ 4,353,000
Operating Expenses	\$ 1,096,699	\$ 462,790	\$ 688,376	\$ 2,247,865	\$ 1,160,000	\$ 463,000	\$ 695,000	\$ 2,318,000
Paratransit								
Vehicles/Buses/Technology	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000	\$ 581,000	\$ 59,500	\$ 59,500	\$ 700,000
Transfer Area	\$ 0	\$ 0	\$ 0	\$ 0	\$ 220,000	\$ 27,500	\$ 27,500	\$ 275,000
Capital Expenses	\$ 374,970	\$ 46,871	\$ 46,871	\$ 468,712	\$ 328,000	\$ 41,000	\$ 41,000	\$ 410,000
Job Access Program	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000	\$ 241,000	\$ 79,500	\$ 79,500	\$ 400,000
New Freedom Program	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000
Total Project Needs	\$ 1,974,919	\$ 670,536	\$ 896,122	\$ 3,541,577	\$ 2,655,000	\$ 733,000	\$ 965,000	\$ 4,353,000
Ending Balance								

	FY 2013				FY 2014			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 2,146,250	\$ 679,250	\$ 936,250	\$ 3,761,750	\$ 2,058,250	\$ 692,250	\$ 977,250	\$ 3,727,750
Operating Expenses	\$ 1,200,000	\$ 468,000	\$ 725,000	\$ 2,393,000	\$ 1,230,000	\$ 472,000	\$ 757,000	\$ 2,459,000
Paratransit								
Vehicles/Buses/Technology	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000	\$ 228,250	\$ 23,375	\$ 23,375	\$ 275,000
Transfer Area	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Capital Expenses	\$ 275,000	\$ 34,375	\$ 34,375	\$ 343,750	\$ 275,000	\$ 34,375	\$ 34,375	\$ 343,750
Job Access Program	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000	\$ 175,000	\$ 87,500	\$ 87,500	\$ 350,000
New Freedom Program	\$ 268,000	\$ 66,000	\$ 66,000	\$ 400,000	\$ 150,000	\$ 75,000	\$ 75,000	\$ 300,000
Total Project Needs	\$ 2,146,250	\$ 679,250	\$ 936,250	\$ 3,761,750	\$ 2,058,250	\$ 692,250	\$ 977,250	\$ 3,727,750
Ending Balance								

OTHER AGENCIES

TOTALS FOR FY-2011

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
5310	\$151,250.00	\$151,250.00	\$0.00
Total	\$151,250.00	\$151,250.00	\$0.00

TOTALS FOR FY-2012

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
5310	\$0.00	\$0.00	\$0.00
Total	\$0.00	\$0.00	\$0.00

TOTALS FOR FY-2013

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
5310	\$0.00	\$0.00	\$0.00
Total	\$0.00	\$0.00	\$0.00

TOTALS FOR FY-2014

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
5310	\$0.00	\$0.00	\$0.00
Total	\$0.00	\$0.00	\$0.00

Grand Total	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
	\$151,250.00	\$151,250.00	\$0.00

Appendix

Public Comments