

Bill Albright
Transportation Manager

Troy Ebbert
Transportation Coordinator



Kingsport MTPO
201 West Market St
Kingsport, TN 37660
MTPO@KingsportTn.gov
423.224.2670

MEMORANDUM

To: Kingsport MTPO Executive Board
CC: Subscribed Interested Parties
From: Troy Ebbert, Transportation Planning Coordinator
Date: January 30, 2015
Subject: MTPO Executive Board Meeting

Please find the agenda for the next Kingsport MTPO Executive Board meeting scheduled for **Tuesday, February 10, 2015 at 10:00 AM (ET) in the Bob Clear Conference Room, 1st Floor Improvement Building, 201 West Market Street, (downtown) Kingsport, Tennessee.**

In addition to the public comments, project updates and general information items

There are four actions Items:

- Minutes
- Election of Vice Chair
- 2035 Long range Plan Amendment
- TIP Amendment #5

If you are unable to attend, you may designate a proxy in writing to represent you. A sample proxy letter is enclosed. The minutes from the last Executive Board meeting are also enclosed.



Agenda

Kingsport MTPO Executive Board
February 10, 2015 at 10:00 AM (ET)
Improvement Building – Bob Clear Conference Room
201 W. Market St, Kingsport, TN 37660

1. Executive Board Welcome

2. Approval of Minutes from November, 13, 2014 Meeting:

- Action
- Possible Action
- Discussion
- Information

3. Public Comment on Agenda Items

- Action
- Possible Action
- Discussion
- Information

Those wishing to make a comment pertaining to any of the agenda items may do so at this time with a five-minute time limitation. Comments not pertaining to a specific agenda item will be heard during the end of the meeting in the Public Hearing section.

4. Long Range Plan Amendment

- Action
- Possible Action
- Discussion
- Information

Presenter: Chris Campbell

Item Summary:

KATS proposing to renovate or construct a comprehensive transit facility for passenger boarding and transferring, as well as to house various transit related functions. In order to apply federal capital funds, the project shall be in the LTRP.

Recommendation:

This item was presented to the TCC and received a favorable recommendation to this board for approval. A motion to approve the amendment to the 2035 LTRP is requested.

5. TIP Amendment #5

Action Possible Action Discussion Information

Presenter: Chris Campbell

Item Summary: KATS proposing to renovate or construct a comprehensive transit facility for passenger boarding and transferring, as well as to house various transit related functions. In order to complete KATS has requested an amendment to the TIP.

Recommendation: This item was presented to the TCC and received a favorable recommendation to this board for approval.

6. By-Law Amendment

Action Possible Action Discussion Information

Presenter: Troy Ebbert

Item Summary: This amendment changes the Mount Carmel representative of the TCC from the Public Works director to the Safety Director at the request of Mayor Frost. Additionally the amendment changes the voting member from TDOT District Office to TDOT Regional Office. This has been presented to the TCC and will be eligible for approval at their next meeting.

Recommendation: A motion to support the actions of the TCC in amending the Membership.

7. Staff Reports - Projects, Initiatives

Action Possible Action Discussion Information

Presenter: Staff

- TIP Executive Summary Update
- Green Belt Updates

8. Meeting Schedule

Action Possible Action Discussion Information

Presenter: Troy Ebbert

Item Summary: The next scheduled TCC meeting scheduled for Friday, April 16, 2015 will be rescheduled to a different week in April. The Executive Board meeting will be May 12, 2015. Both Meetings will focus on the Virginia UPWP.

9. Public Comment

Action Possible Action Discussion Information

Members of the public may address the Executive Board with issues related to the region's transportation system. There is a five-minute time limitation per individual and/or topic

10. Meeting Adjournment

Sample Proxy Letter

(Date)

I, _____, of _____
(Name) (Agency)

Hereby designate _____ to vote as my proxy
(Name of Proxy)

during the _____ meeting of the Kingsport MPO Executive
(Meeting Date)

Board.

**KINGSPORT URBAN AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
Meeting Minutes for November 13, 2014**

Bob Clear Conference Room 10:00 A.M.
201 W. Market Street, Kingsport, TN

Members Present:

Jimmy Adkins, Donny Necessary, Ronda Sawyer (Chris Craig proxy), Michael Thompson (Jeff Fleming proxy), Ambre Torbett

Absent:

Larry Frost, Jeff Fleming, Chris Craig

Staff Present:

Bill Albright, Chris Campbell, Susan Doran, Troy Ebbert, Tim Elsea, Michael Thompson

Visitors Present:

Megan Allphin – Mattern and Craig
Brian Johnson – Qk4

Recorder: Susan Doran

- I. **Call to Order:** Jimmy Adkins called the meeting to order.

- II. **Approval of Minutes:** The minutes of the August 11, 2014 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Michael Thompson to approve the minutes and was seconded by Ambre Torbett. The motion carried unanimously.

- III. **Public Comment:** Jimmy Adkins opened the floor for public comments. No comments.

- IV. **New Business:**
 - A. 2014 Obligated Projects with Federal Funds. Presented by Troy Ebbert. Each year the Kingsport MTPO is required to publish the obligated projects within 90 days from the end of the program year as outlined in the Kingsport MTPO Public Participation Plan. This includes the projects from FHWA and FTA from both Tennessee and Virginia. This item was for discussion only and no action was required.

 - B. TIP Amendment 2. Presented by Troy Ebbert. TIP Amendment 2 creates an individual project from the L-STP-2 Signalization Grouping by moving \$220,000 to the new project, which is now L-STP-2.1 titled Lynn Garden Drive Signalization. A motion was made by Ronda Sawyer to approve TIP Amendment 2 creating L-STP-2.1 and was seconded by Ambre Torbett. The motion carried unanimously.

 - C. TIP Amendment 3. Presented by Troy Ebbert. TIP Amendment 3 creates an individual project from the L-STP-2 Signalization Grouping by moving \$50,000 to the new project, which is now L-STP-2.2 titled Portable Traffic Count Camera. A motion was made by Ambre Torbett to approve TIP Amendment 3 creating L-STP-2.2 and was seconded by Donny Necessary. The motion carried unanimously.

 - D. TIP Amendment 4. Presented by Bill Albright. On September 3, 2014 the City of Kingsport received a Transportation Alternatives Grant totaling \$725,000 for the extension of the eastern section of the Greenbelt to Cleek Road. Michael Thompson advised the NEPA

process is not eligible for federal reimbursement, thus the tip sheet should be amended to show \$0 in the federal line and \$20,000 in the local line for FY 15. After further discussion Michael Thompson made a motion to approve TIP amendment four as amended, seconded by Ambre Torbett and with all in favor the motion passed.

V. STAFF REPORTS:

Staff provided updates for various projects.

VI. PUBLIC HEARING: Jimmy Adkins invited those attending to make comments or ask questions about any and all agenda items, transportation planning issues, activities, and/or projects that pertain to the Kingsport Area Metropolitan Transportation Planning Organization.

VII. ADJOURNMENT: There being no other business a motion was made by Michael Thompson to adjourn the meeting and was seconded by Ambre Torbett. The meeting was adjourned at 11:10 a.m.

These minutes were approved upon a voice vote of the Kingsport Metropolitan Transportation Planning Organization during a regular meeting on _____ and are hereby certified.

Tilden "Jeff" Fleming, MTPO Executive Board Chairman

Date

Troy J. Ebbert, MTPO Executive Board Secretary

Date

KINGSPORT METROPOLITAN PLANNING ORGANIZATION

TENNESSEE: KINGSPORT, SULLIVAN COUNTY, HAWKINS COUNTY, MOUNT CARMEL, CHURCH HILL
VIRGINIA: SCOTT COUNTY, WEBER CITY, GATE CITY

February 11, 2015

Deborah Fleming, Transportation Specialist
TDOT, Long-Range Planning Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

RE: Amendment No. 2 to the Kingsport Area 2035 Transportation Plan

Dear Deborah:

Enclosed is Amendment No. 2 to the Kingsport Metropolitan Area 2035 Transportation Plan, which was adopted by the MTPO's Executive Board on February 10, 2015:

Multi-Modal Element (Chapter) – Addition of new proposed Kingsport Area Transit Service (KATS) "Operations Center", to be located at the intersection of Sullivan and Main streets in Downtown Kingsport.

The 2035 Plan Amendment was adopted by the MTPO's Executive Board after being available for public review and comment for a period of no less than 30 days, and having conducted all of the public meetings and public hearings required by the MTPO's Public Participation Plan.

Enclosed are the revised LRTP project list and the old and new revenue/cost tables to demonstrate that the 2035 LRTP remains fiscally constrained. I would appreciate you forwarding this amendment to the appropriate staff at FHWA and FTA.

If you have any questions or need additional information, please contact me at (423) 224-2677 or by email at billalbright@kingsporttn.gov.

Sincerely,



Bill Albright, Transportation Planning Manager
Kingsport Tn/Va MTPO

Amendment No. 2

Kingsport MTPO Area Long-Range Transportation Plan

February 15, 2015

Executive Summary

Kingsport Area Transit Service (KATS) – Proposed Operations Center

The City of Kingsport, Tennessee (City) is proposing to renovate or construct a comprehensive transit facility for passenger boarding and transferring, as well as to house various transit related functions, including: dispatch, administration, passenger waiting areas, fueling stations, bus wash station, bus maintenance bays, and a bus storage facility. The facility would house an area for training and allow the opportunity for expansion as service needs grow and financial capabilities warrant.

KATS, which began in 1995 and is operated by the City of Kingsport, is considered a small urban transit agency by the Federal Transit Administration (FTA) and serves 51,000 residents of the City and 107,000 in the urbanized area. The program currently operates six fixed route bus routes and four ADA Paratransit vehicles daily Monday through Friday from 7:30 AM until 5:30 PM. These routes originate from the operations and administrative center located at 109 Cay Street. The service transported approximately 160,000 passengers last year. However, from its early days KATS has since retooled bus routes to provide better and more efficient service to new and growing areas of Kingsport. In addition to these enhancements, KATS anticipates adding two (2) new services routes in the City and potentially another route to the surrounding smaller towns in the immediate future.

The current transit center was developed as an incubator facility and now KATS has outgrown the site. The facility is inadequate for accommodating ridership, service growth, transit demand, and operational needs. KATS is in need of a center that supports: better transit operations, improved safety, increased ridership and enhanced service, is flexible and expandable, and promotes economic and sustainable development. In March 2014, the City contracted with Parsons Brinckerhoff to undertake a transit facility needs assessment study to determine the best solution (renovate or construct new) for the transit facility. This report summarizes the analysis and findings of this needs assessment study, including:

- 2.0 Evaluation of Existing Conditions**
- 3.0 Statement of Space and Functional Needs**
- 4.0 Evaluation of Alternative Sites**
- 5.0 Site Selection and Conceptual Design**
- 6.0 Transit Operations Analysis**

Based on the information collected and the analysis undertaken to date, it is recommended that the City construct a new transit facility to serve the existing and anticipated transit needs of the community. The current KATS transit facility does not provide adequate current space nor space for needed growth, given the current and future anticipated needs of the Northeast State Community College, which shares the building with KATS.

A thorough assessment of seven (7) sites for a new transit facility were conducted and based on the information gathered and analysis undertaken, the site best suited for the existing and future needs of KATS is the Foundry Site. This triangular site bordered by East Sullivan Street, East Main Street and Unicoi Street is the ideal location for a new transit facility which could serve as the “gateway” to downtown Kingsport. This site also affords the opportunity for additional private development adjacent to the new transit center. The proposed KATS Transit Center on the Foundry Site will house most of the agency’s identified space and functional needs. The centerpiece of the site is the bus transfer island. This island has capacity for loading and unloading ten 30 foot buses and two 40 foot buses. Transit Administration and Operations is housed in a 6,116 square foot, single story building at the center of the island. Bus Storage and Maintenance is located to the rear of the site, with enclosed parking provided for 14 buses, eight paratransit vehicles and staff vehicles; two additional bays are provided for vehicle wash and fueling. In addition, parking is provided on the site for visitors to the facility and transit riders. The only element that is not provided on site is vehicle maintenance which would remain at its present location with the City Fleet Facility on West Industry Drive.

As part of the overall transit facility needs assessment, a transit operations analysis was conducted to determine how the existing KATS routes will be impacted by the relocation of the transit facility to the Foundry Site. The finding of the analysis (summarized in more detail in **Section 6.0**) is that all six KATS routes that currently serve the existing transit center will need an alignment change in order to connect with the new transit center location. Three of the routes (2, 3, and 5) will change only their alignment to the new transit center, while three others (1, 4, and 6) will need other alignment changes besides those required downtown in order to maintain their schedule while also serving the new transit facility.

The preliminary project budget for the complete transit center located at the Foundry Site is \$7,149,458, not including any costs associated with the National Environmental Policy Act (NEPA) phase of the project (approximately \$350,000), costs associated with the design / engineering phase (approximately \$350,000), and costs associated with the property acquisition phase (approximately \$450,000). Including these items, the combined total project cost is \$8,250,000. This preliminary project budget assumes a November 2017 date for the mid-point of construction. All of these figures are included in the amendment to the current Kingsport MPO’s Transportation Improvement Program (TIP), which is accompanying the LRTP amendment for this project. The source of funding for the entire project is coming from accrued current and past allocations of FTA Section 5307 funds. More specifically, about 50% will come from current reserves of capital dollars and the remaining 50% from the accumulation of previous year’s un-used balances of past FTA Section 5307 allocations provided to the Kingsport area for mass transit capital projects. In addition these accrued Federal dollars will provide 80% of the total costs needed to complete the project. The remaining 20% matching funds will be shared equally by TDOT (10%) by and the City of Kingsport (10%).

The following schedule (**Table 1.1**) outlines the NEPA, design, and construction timelines for the transit center. Under this scenario, which assumes the use of FTA funding for the project, transit operations would begin at the new KATS Transit Center in September 2018.

Table 1.1: New Transit Facility Implementation Timeline (FTA Funding)

Phase	Start	Finish	Remarks
NEPA Study	March 2015	December 2016	
Transit Center Design	March 2015	December 2016	Design running parallel with the NEPA Study and prior to FTA approval.
Bid / Award	January 2017	February 2017	45 days
Construction	March 2017	September 2018	

The City has also discussed the potential of exploring an alternative approach to the implementation of the project, involving the construction of the facility by the Economic Development Board, with KATS leasing the facility from the Economic Development Board over an agreed upon timeframe. Under this scenario, which assumes FTA funding would not be used for the design and construction of the project, transit operations at the new KATS Transit Center would begin approximately one year earlier (September 2017), as shown in **Table 1.2**.

Table 1.2: New Transit Facility Implementation Timeline (No FTA Funding)

Phase	Start	Finish	Remarks
Transit Center Design	March 2015	December 2015	
Bid / Award	January 2016	February 2016	45 days
Construction	March 2016	September 2017	
NEPA Study	July 2017	September 2017	If FTA funds are used for the lease/purchase of the

Using this alternative approach, it is anticipated that a conservative cost savings of 5-8% of the preliminary project budget could be realized as a result of the shorter timeframe for design and construction of the facility, as well as eliminating costs associated with federal procurement and construction requirements. Additional savings would also be realized as a result of the reduction of the scope/effort required for the NEPA study.

Figure 1.1: Visualization of Proposed KATS Facility



RESOLUTION
OF THE KINGSPORT TENNESSEE/VIRGINIA URBAN AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE 2035 KINGSPORT AREA MPO LONG RANGE TRANSPORTATION PLAN
AMENDMENT #2

WHEREAS, a comprehensive, cooperative and continuing transportation planning process is to be carried out in the Kingsport Urban Area; and

WHEREAS, MAP-21 specifies that each Metropolitan Transportation Planning Organization have a current long-range transportation plan to provide the basis for transportation decisions in the urbanized area; and

WHEREAS, a long-range transportation plan serves as a basis for the Transportation Improvement Program developed every other year and which outlines how Federal and State funds are to be expended on eligible projects; and

WHEREAS, the “Kingsport Area 2035 Transportation Plan” addresses all modes of transportation and identifies area goals of efficient movement of people and goods, economic development, and quality of life; and

WHEREAS, the various state, local, and regional agencies involved with transportation planning for the Kingsport Urban Area have cooperatively developed the *Kingsport Area MTPO 2035 Long Range Transportation Plan*; and

WHEREAS, the Kingsport Area MTPO 2035 Long Range Transportation Plan was developed pursuant to the requirements of 23 CFR, Part 450; and

WHEREAS, changes, additions, and adjustments to the long-range are necessary to in order to include new projects or programs, and/or include significant changes to existing projects or programs; and

WHEREAS, these changes, additions, and adjustments are made through the Kingsport MTPO’s amendment process; and

WHEREAS, the Kingsport MPO Executive Board and Staff are proposing, as Amendment No. 2 to the Kingsport Area 20135 Transportation Plan, the addition of a new project in the current Plan’s Multi-Modal (mass transit) section, which is identified as the Kingsport Area Transit Service’s (KATS) new “Operations Center”; and

WHEREAS, this proposed project was recommended in a comprehensive study that provided research and justification for the new center in downtown Kingsport near Sullivan and Main Streets,

while promoting and supporting the long-range plan's initial recommendation that capital facilities be developed to accommodate the continued growth in area public transit systems.

NOW, THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD AND STAFF OF THE KINGSPORT AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION AS FOLLOWS:

Amendment No. 2 to the Kingsport Area MTPO 2030 Long Range Transportation Plan is hereby approved and adopted for the Kingsport Area Metropolitan Transportation Planning Organization.

Tilden J. Fleming
Chairman, Executive Board

Date

Troy J. Ebbert
Chairman, Executive Staff

Date

**Table 7-3
2035 Planned Transit Improvements**

Fixed Route Service - Vehicle Replacements									
2015	2025	2035	Total Vehicles		2015	2025	2035		Total
1	1	2	4		\$165,000	\$180,000	\$390,000		\$735,000
1	2	1	4		\$165,000	\$361,000	\$195,000		\$721,000
1	2	1	4		\$165,000	\$361,000	\$195,000		\$721,000
1	1	1	3		\$258,000	\$282,000	\$305,000		\$845,000
1	1	1	3		\$258,000	\$282,000	\$305,000		\$845,000
1	1	1	3		\$165,000	\$180,000	\$195,000		\$540,000
1	1	1	3		\$165,000	\$180,000	\$195,000		\$540,000
1	1	1	3		\$165,000	\$180,000	\$195,000		\$540,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
8	18	13	39	Sub-Total	\$1,506,000	\$3,450,000	\$2,755,000		\$7,711,000

ADA / Paratransit Service - Demand Response - Vehichle Replacements									
2015	2025	2035	Total Vehicles		2015	2025	2035		Total
2	2	2	6		\$165,000	\$180,000	\$195,000		\$540,000
2	2	2	6		\$165,000	\$180,000	\$195,000		\$540,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
9	14	14	37	Sub-Total	\$740,000	\$1,260,000	\$1,365,000		\$3,365,000

17	32	27	76	Grand Total	\$2,246,000	\$4,710,000	\$4,120,000		\$11,076,000	Existing Vehicles (Replacements)
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2015	2025	2035	Total Vehicles		2015	2025	2035			New Service
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000	East Side Route
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000	Zone 1 Demand Response Service
2	4	4	10	Sub-Total	\$164,000	\$360,000	\$390,000		\$914,000	New Vehicles

19	36	31	86	Grand Total	\$2,410,000	\$5,070,000	\$4,510,000		\$11,990,000	Grand Total
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	2015	2025	2035			Other Transit Items
	\$500,000	\$500,000	\$500,000		\$1,500,000	Bus Shelters & Benches
	\$250,000	\$500,000	\$750,000		\$1,500,000	System Signs & Amenities
	\$250,000	\$250,000	\$250,000		\$750,000	IVR Software / ITS-AVL
	\$100,000	\$250,000			\$350,000	Automatic Passenger Counters
	\$250,000	\$500,000	\$500,000		\$1,250,000	Active Transportation Improvements
Sub-Total	\$1,350,000	\$2,000,000	\$2,000,000		\$5,350,000	Other Transit Items

Grand Total	\$3,760,000	\$7,070,000	\$6,510,000		\$17,340,000	Grand Total
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Table 7-3
2035 Planned Transit Improvements

Fixed Route Service - Vehicle Replacements									
2015	2025	2035	Total Vehicles		2015	2025	2035		Total
1	1	2	4		\$165,000	\$180,000	\$390,000		\$735,000
1	2	1	4		\$165,000	\$361,000	\$195,000		\$721,000
1	2	1	4		\$165,000	\$361,000	\$195,000		\$721,000
1	1	1	3		\$258,000	\$282,000	\$305,000		\$845,000
1	1	1	3		\$258,000	\$282,000	\$305,000		\$845,000
1	1	1	3		\$165,000	\$180,000	\$195,000		\$540,000
1	1	1	3		\$165,000	\$180,000	\$195,000		\$540,000
1	1	1	3		\$165,000	\$180,000	\$195,000		\$540,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
0	2	1	3		\$0	\$361,000	\$195,000		\$556,000
8	18	13	39	Sub-Total	\$1,506,000	\$3,450,000	\$2,755,000		\$7,711,000

ADA / Paratransit Service - Demand Response - Vehicle Replacements									
2015	2025	2035	Total Vehicles		2015	2025	2035		Total
2	2	2	6		\$165,000	\$180,000	\$195,000		\$540,000
2	2	2	6		\$165,000	\$180,000	\$195,000		\$540,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000
9	14	14	37	Sub-Total	\$740,000	\$1,260,000	\$1,365,000		\$3,365,000

17	32	27	76	Grand Total	\$2,246,000	\$4,710,000	\$4,120,000		\$11,076,000	Existing Vehicles (Replacements)
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2015	2025	2035	Total Vehicles		2015	2025	2035			New Service
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000	East Side Route
1	2	2	5		\$82,000	\$180,000	\$195,000		\$457,000	Zone 1 Demand Response Service
2	4	4	10	Sub-Total	\$164,000	\$360,000	\$390,000		\$914,000	New Vehicles

19	36	31	86	Grand Total	\$2,410,000	\$5,070,000	\$4,510,000		\$11,990,000	Grand Total
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	2015	2025	2035							Other Transit Items
	\$500,000	\$500,000	\$500,000						\$1,500,000	Bus Shelters & Benches
	\$250,000	\$500,000	\$750,000						\$1,500,000	System Signs & Amenities
	\$250,000	\$250,000	\$250,000						\$750,000	IVR Software / ITS-AVL
	\$100,000	\$250,000							\$350,000	Automatic Passenger Counters
	\$250,000	\$500,000	\$500,000						\$1,250,000	Active Transportation Improvements
		\$8,250,000							\$8,250,000	Operations/Administration Center*
Sub-Total	\$1,350,000	\$10,250,000	\$2,000,000						\$13,600,000	Other Transit Items

Grand Total	\$3,760,000	\$15,320,000	\$6,510,000						\$25,590,000	Grand Total
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* amended to 2035 Plan - Feb 2015

AFTER PAGE

Table 6-11 2035 Transportation Plan -- AMENDMENT #2 (February 10, 2015)

Public Transportation												
Capital Revenues and Expenditures												
Transit - Capital Funding												
Revenue Source	2015 Horizon Year Rev Est.	2015 Horizon Year (Cost)	2015 Horizon Year (Difference)	2025 Horizon Year Rev Est. *	2025 Horizon Year (Cost) **	2025 Horizon Year (Difference)	2035 Horizon Year Rev Est	2035 Horizon Year (Cost)	2035 Horizon Year (Difference)	Total 2010 - 2035 Rev Est	Total 2010-2035 Horizon Year (Cost)	Total 2010 - 2035 Difference
KATS												
FTA 5307 Capital Assistance - Total	\$ 4,063,000	\$ 3,760,000	\$ 303,000	\$ 15,320,000	\$ 15,320,000	\$ -	\$ 11,559,000	\$ 6,510,000	\$ 5,049,000	\$ 30,942,000	\$ 25,590,000	\$ 5,352,000
Other Transit Providers Including KATS, MEOC, & NET Trans												
Other FTA Programs (FTA 5309, 5310, 5316, 5317) & Discretionary Funds Total	\$ 166,000	\$ -	\$ 166,000	\$ 352,000	\$ -	\$ 352,000	\$ 474,000	\$ -	\$ 474,000	\$ 992,000	\$ -	\$ 992,000
Total Capital Assistance	\$ 4,229,000	\$ 3,760,000	\$ 469,000	\$ 15,672,000	\$ 15,320,000	\$ 352,000	\$ 12,033,000	\$ 6,510,000	\$ 5,523,000	\$ 31,934,000	\$ 25,590,000	\$ 6,344,000
* includes funding from previous year's un-used balance of Section 5307 Funds												
** includes cost of new transit operations and administrative center												

New TIP Page



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

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 15	PE-N	FTA 5307	\$350,000	\$280,000	\$35,000	\$35,000
FY 15	PE-D	FTA 5307	\$350,000	\$280,000	\$35,000	\$35,000
FY 16	ROW	FTA 5307	\$400,000	\$320,000	\$40,000	\$40,000
FY 17	CONST	FTA 5307	\$7,150,000	\$5,720,000	\$715,000	\$715,000

Remarks	Amendment Number	Adjustment Number



Table 3

FY2014 through FY2017

Kingsport Area Transit Service Summary

Tennessee

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

FY2014 through FY2017

Kingsport Area Transit Service Summary

Tennessee

Funding Source/Amount Allocated	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$680,000	\$420,000	\$740,000
FTA - 5307 - NEPA, ROW, CONST		\$560,000	\$320,000	\$5,720,000
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000
State Match Funds (CAP, PL)	\$45,000	\$85,000	\$52,500	\$92,500
State Match Funds - NEPA, ROW, CONST		\$70,000	\$40,000	\$715,000
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000
Local Match Funds (CAP, PL)	\$45,000	\$85,000	\$52,500	\$92,500
Local Match Funds - NEPA, ROW, CONST		\$70,000	\$40,000	\$715,000
Total Allocated	\$2,050,000	\$3,180,000	\$2,685,000	\$9,260,000
Amount Programmed to be Spent	FY2014	FY2015	FY2016	FY2017
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$680,000	\$420,000	\$740,000
FTA - 5307 - NEPA, ROW, CONST		\$560,000	\$320,000	\$5,720,000
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000
State Match Funds (CAP, PL)	\$45,000	\$85,000	\$52,500	\$92,500
State Match Funds - NEPA, ROW, CONST		\$70,000	\$40,000	\$715,000
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000
Local Match Funds (CAP, PL)	\$45,000	\$85,000	\$52,500	\$92,500
Local Match Funds - NEPA, ROW, CONST		\$70,000	\$40,000	\$715,000
Total Programmed	\$2,050,000	\$3,180,000	\$2,685,000	\$9,260,000
Amount Remaining	FY2014	FY2015	FY2016	FY2017
FTA - 5307-Operating Funds (OP)	\$0	\$0	\$0	\$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$0	\$0	\$0	\$0
FTA - 5307 - NEPA, ROW, CONST		\$0	\$0	\$0
State Match Funds (OP)	\$0	\$0	\$0	\$0
State Match Funds (CAP, PL)	\$0	\$0	\$0	\$0
State Match Funds - NEPA, ROW, CONST		\$0	\$0	\$0
Local Match Funds (OP)	\$0	\$0	\$0	\$0
Local Match Funds (CAP, PL)	\$0	\$0	\$0	\$0
Local Match Funds - NEPA, ROW, CONST		\$0	\$0	\$0
Total Remaining	\$0	\$0	\$0	\$0

**A RESOLUTION BY
THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE TENNESSEE PORTION OF THE
TRANSPORTATION IMPROVEMENT PLAN
(TIP AMENDMENT#5)**

WHEREAS, the Kingsport Transportation Improvement Plan (TIP) is a document that continually evolves and needs amended; and

WHEREAS, the Memorandum of Understanding between the State of Tennessee and the Kingsport MTPO outlines the requirements to amend the TIP; and

WHEREAS, the Kingsport Area Transit System has requested to amend the Kingsport MTPO TIP to create an individual project PT-4, KATS Comprehensive Transit Facility for \$8,250,000 ; and

WHEREAS, The amendment complies with the requirements of the Kingsport MTPO Public Participation Plan; and

WHEREAS, The MTPO staff used criteria from Federal Metropolitan Transportation Planning Regulations found in 23 CFR 450.216 and 450.326 to ensure compliance; and

WHEREAS, In accordance with requirements of the U.S. Department of Transportation, amendments to the transportation improvement plan are to receive final approval from the Executive Board of the local Metropolitan Planning Organization.

NOW, THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION AS FOLLOWS:

The proposed amendments to the Tennessee portion of the Kingsport Metropolitan Transportation Planning Organization Transportation Improvement plan shall be known as *TIP Amendment # 5* are hereby approved as presented.

Tilden Jeff Fleming
Chairman, Executive Board

Date

Troy J. Ebbert
Chairman, Executive Staff

Date

Transportation

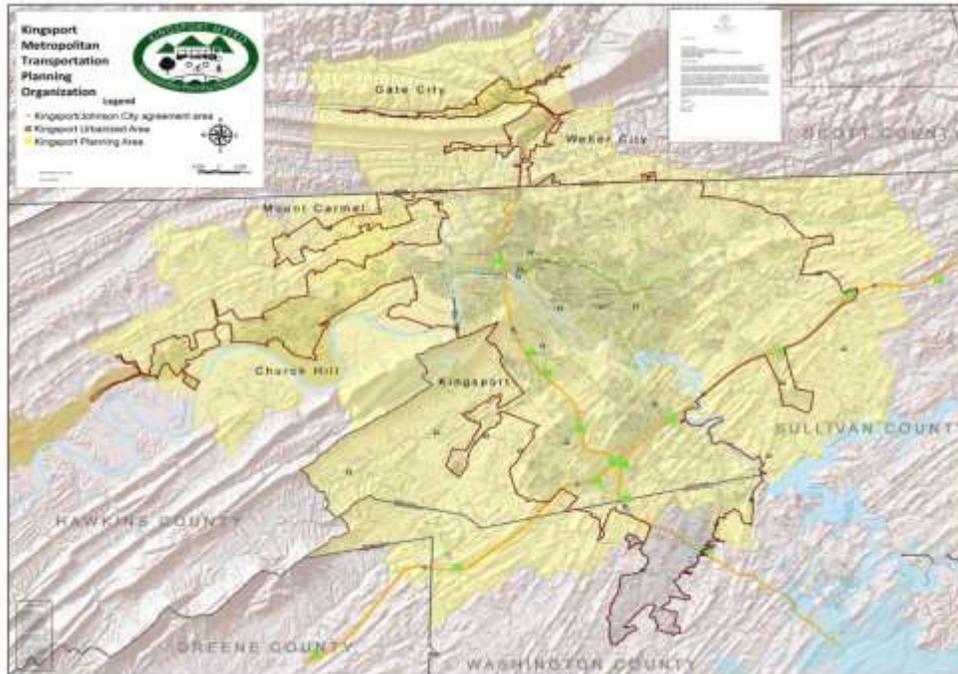
Improvement

Plan

Summary

January 2015





Local STP Projects

L-STP-1 Resurfacing

Non-Project Specific Grouping

L-STP-2 Signalization

Non-Project Specific Grouping

L-STP-2.1

Lynn Garden Dr. Signal System Loop

Sent to TDOT for contract

L-STP-2.2

Portable Traffic County System (Camera)

Contract signed, waiting on approval from TDOT on equipment specifications to begin bid process.

L-STP-3

Stone Drive Connector

L-STP-4

Wilcox Drive Sidewalk

Action form for license agreement going to BMA in February, ROW this Spring ,
Construction summer 2015

L-STP-5

Island Road Signal

Engineering has submitted, waiting on historic then submit for the Environmental Doc



Enhancement Grants

EN-1

Riverfront Green Belt

Project Manager Bill- Advertising in next 60 days, in finalization of design

EN-2

Rotherwood Green Belt

Project Manager Bill- Opening Bid Feb 12

RS-1

Roadscapes Project

Project Manager Bill- Notice to Proceed Jan 12th, completion late Feb 2015

TSRTS-1

Safe Routes to School (Jackson Elementary to Green Belt)

Project Manager-Thompson -Received bids and waiting concurrence from TDOT on lowest bidder.

TA-1

Transportation Alternatives East to Cleek Rd

Project Manager Hank,-Environmental Review in March/ Kickoff meeting with TDOT scheduled for late Jan.



PT-1

Kats Operations

Fixed route and Para Transit service

PT-2

KATS Capital

Equipment repair and upgrade, including facilities.

New Transit Center Updating TIP

PT-3

KATS Planning

Planning and Engineering of Transit Projects.



State Projects

TN-1

I-81 Truck Climbing Lane

Project Manager Paul Beebe , Design Complete Final plans to be submitted September 15, 2015

TN-2

National Highway Performance Program

General Grouping for maintenance, repair and safety improvements.

TN-3

Highway Safety Improvement Program (HSIP)

General Grouping for safety improvements.

TN-4

State STP

General Grouping for resurfacing, signs, signals, bridge replacement etc.

TN-5

Memorial Blvd SR-126

Manager Gary King NEPA Doc Complete- Public Hearing forthcoming

TN-6

SR-93 Spot Improvements

Manager Dwight Armstrong - Phase 1 is in ROW

TN-7

Spot Safety Improvements

Non-Project Specific General Grouping.



VA-1

U.S.23 – Safety HISP SR 629

Rumble Strip Project Complete

VA-2

U.S.23 Bridge Replacement

Environmental ROW 15 Construction 2017-2019

VA-3

RT 58 Interchange PE and ROW

Awaiting funding

VA-4

Weber City Bypass PE and ROW only

No Update

VA-5

SR 224 Wadlow Gap Rd Safety Improvements

Complete

VA-6

SR 224 Wadlow Gap Phase 2, Curve Removal

Public Hearing for design

VA-7

Yuma Road Reconstruction

In ROW still scheduled for Construction