

Kingsport Metropolitan Transportation Planning Organization Fiscal Years 2018 and 2019 Unified Planning Work Program

August 3, 2017

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RESOLUTION

Approving

FISCAL YEARS 2018 and 2019 KINGSPORT MTPO UNIFIED PLANNING WORK PROGRAM

**BY
THE EXECUTIVE BOARD
OF**

THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

WHEREAS, the U.S. Department of Transportation Planning Regulations require preparation and local endorsement of an annual Unified Planning Work Program (UPWP); and

WHEREAS, this work program reaffirms the adopted Transportation Plan; and

WHEREAS, this work program document describes on-going and proposed Transportation Planning Activities for the metropolitan planning area according to task, responsible agency, purpose, previous work, study design (how transportation planning studies are organized and developed), product, and financial summary; and

WHEREAS, the UPWP was developed in cooperation with the State and public transportation operators; and

WHEREAS, state and local agencies responsible for Transportation Planning Activities have jointly participated in preparation of a Unified Planning Work Program for Fiscal Years 2018 and 2019.

NOW, THEREFORE, BE IT RESOLVED that the Executive Board and Executive Staff of the Kingsport Metropolitan Transportation Planning Organization do hereby approve and endorse the "**Kingsport Metropolitan Transportation Planning Organization Fiscal Years 2018 and 2019 Unified Planning Work Program**".

for


Tilden J. Fleming, Chairman
MTPO Executive Board

8/3/2017

Date



Bill Albright, Chairman
MTPO Executive Staff

8/3/2017

Date

LIST OF ABBREVIATIONS

2035 Plan	Kingsport Urban Area 2035 Transportation Plan
2040 (Long-Range) Plan	Kingsport MTPo Area 2040 Transportation Plan
ADA	Americans with Disabilities Act (ADA) of 1990
CAA/CAAA.....	Clean Air Act or Clean Air Act Amendments
CEQ.....	Council on Environmental Quality
CFR	US Code of Federal Regulations
CMAQ.....	Congestion Mitigation and Air Quality Improvement Program
CO.....	Carbon Monoxide
CSS.....	Context Sensitive Solutions
EJ	Environmental Justice
EPA/USEPA	United States Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTDD.....	First Tennessee Development District
FY.....	Fiscal Year
GIS.....	Geographic Information System
HPR.....	Highway Planning and Research
HSIP	Highway Safety Improvement Program
HUD	U.S. Department of Housing and Urban Development
ITS.....	Intelligent Transportation Systems
KATS	Kingsport Area Transit Service
KDP	Kingsport Department of Planning
KDPT.....	Kingsport Division of Public Transportation
KTD	Kingsport Transportation Department
KPT	City of Kingsport
LENOWISCO PDC.....	Lee, Norton, Wise, Scott County – Virginia Planning District Commission
LEP	Limited English Proficiency
LOS	Level of Service
LPA	Tennessee Office of Local Planning Assistance
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act (Federal Transportation Act)
MEOC	Mountain Empire Older Citizens (Virginia Rural Transit System)
MOVES.....	Motor Vehicle Emission Simulator (vehicle emissions modeling software)
MTPo	Metropolitan Transportation Planning Organization
MSA.....	Metropolitan Statistical Area
MTR	(TDOT, Office of) Multi-Modal Transportation Resources
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NETRANS	Northeast Tennessee Rural Public Transit
NOx	Nitrogen Oxide
OMB	Office of Management and Budget
OPS.....	TDOT-Office of Programming and Scheduling (“Local Programming”)
PL-112	FHWA Metropolitan Planning Funds
PBPP	Performance-Based Planning and Program

LIST OF ABBREVIATIONS (cont.)

PPP.....	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Sec. 5303.....	FTA Section 5303 Metropolitan Planning Funds
Sec. 5307.....	FTA Section 5307 Urbanized Area Formula Funds
STBG	Surface Transportation Block Grant
SPR	State Planning and Research
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zones
TDM	Travel Demand Management
TDOT	Tennessee Department of Transportation
TCC	Technical Coordinating Committee
TDEC	Tennessee Department of Environment and Conservation
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TPR	Transportation Planning Report
TRANSCAD	TRANSCAD Traffic Modeling Software
TRIMS	Tennessee Roadway Information Management System
TSM	Transportation System Management
TTAP	Tennessee Transportation Assistance Program
UPWP	Unified Planning Work Program
UOAP	Urban Operating Assistance Program
USDOT.....	United States Department of Transportation
UZA.....	Urbanized Area
VDOT	Virginia Department of Transportation
VDRPT	Virginia Department of Rail and Public Transportation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

INTRODUCTION

Unified Planning Work Program

As required of Metropolitan Transportation Planning Organizations (MTPOs) through federal and state regulations, the Unified Planning Work Program (UPWP) is prepared in cooperation with member agencies and presents a continuing, cooperative, and comprehensive (the “3C”) approach to transportation planning activities. The Unified Planning Work Program (UPWP) also documents the transportation planning priorities and work tasks for the Kingsport Metropolitan Transportation Planning Organization (MTPO) for Fiscal Years 2018 and 2019. The Federal Highway Administration (FHWA) and the Tennessee Department of Transportation (TDOT) fiscal years begin on October 1 and end on September 30. For the Virginia Department of Transportation (VDOT) the Fiscal Years begin on July 1 and end on June 30. Preparation of the UPWP is required by the Fixing America’s Surface Transportation Act (FAST Act), and the Metropolitan Planning Regulations (23 Code of Federal Regulations 450.308) of the United States Department of Transportation. The Kingsport MTPO’s UPWP has been developed, and will be carried forth, according to the provisions set forth in the FAST Act as well as federal, state (Tennessee and Virginia), and local legislation and policies pertaining to transportation planning activities, products, and regulations. The UPWP will continue to incorporate provisions carried over from MAP-21 (Moving Ahead in the 21st Century) and FAST Act as they are interpreted through Title 23 of the United States Code and FHWA and Federal Transit Administration (FTA) policy and guidance. Additionally, a new UPWP, which is developed by the MTPO Executive Staff, is required every 2 years and is developed in cooperation with the State and public transportation operators. The UPWP is also developed in coordination and cooperation with all member and affiliated agencies, including Scott County - Weber City - Gate City Virginia (through MTPO planning activities conducted by LENOWISCO Planning Agency, Sullivan - Hawkins - Washington County Tennessee, the City of Kingsport, and local planning agencies.

The UPWP is divided into six (6) program tasks which include: (A) Program Administration, (B) Travel Data Collection, Maintenance, and Analysis, (C) Air Quality and Congestion Mitigation, (D) Transportation Improvement Program (TIP), (E) Multi-Modal and (F) Long-Range Transportation Planning. Each program task provides specific information for each planning activity. The information contained in each task includes agency responsibility, task purpose, previous work, study design, product, and work schedule. The UPWP presents a continuing, cooperative, and comprehensive (the “3C”) approach to transportation planning within the Kingsport TN/VA MTPO area. The UPWP has been prepared in an effort to address specific federal, state and local agency requirements and to advance transportation initiatives within the MTPO area.

Program Tasks and Coordination with Other Planning Efforts

These previously identified work program tasks include more detailed descriptions of transportation planning initiatives, programs, and products that lead to goals and objectives set forth by the MTPO members for each fiscal year. From this the MTPO will continue to coordinate these tasks with the development and implementation of numerous linked planning efforts and products. These other efforts and accompanying documents include:

- o Long-range statewide transportation plans
- o Statewide transportation improvement programs
- o State planning and research programs
- o Statewide public involvement plans
- o Statewide freight plan
- o Air quality transportation conformity determinations
- o Strategic highway safety plans
- o Regional intelligent transportation system (ITS) architecture
- o Coordinated public transit-human services transportation plans
- o TDOT Multi-Modal Coordination Planning effort (TransSystems, Inc.)
- o Highway functional classification system maintenance
- o Asset management plans
- o Title VI programs for FTA designated recipients
- o Americans with Disabilities Act (ADA) transition plans
- o Discretionary Federal regional planning grants
- o Federal statewide planning findings

Regional Planning Priorities

While the Kingsport MTPO oversees transportation planning activities for a “metropolitan” area, it is important to note that it is also located within a larger geographic region that includes a significant portion of Upper East Tennessee and part of Southwest Virginia. The regional transportation system covers areas within the 3 metropolitan transportation planning organizations of Bristol, Johnson City, and Kingsport, includes several peripheral counties, as well as the jurisdictions within the First Tennessee Rural Planning Organization (RPO). In order for all of these metro and county transportation networks to work efficiently and effectively, they should be considered in terms of one large system. Because of this, the Kingsport MPO will continue to connect the goals, objectives, policies, strategies, work tasks, activities, and end products to the regional priorities found in the current long-range plan and the current transportation improvement program.

Regional planning priorities are a very important part of the UPWP development process. The Work Program is defined, in part, as a strategic set of duties and activities that is centered around the long-range plan, the TIP, and various other planning products that stem from these

documents, such as corridor studies, land use and transportation studies, multi-modal studies, transportation system management plans and studies, air quality research, freight and truck issues, safety measure and subsequent studies, and others. All of these are viewed from both an MPO area perspective as well as a regional perspective that includes all of the adjacent MPOs the RPOs, and member jurisdictions.

Major Accomplishments for Fiscal Year 2017

The primary focus for Fiscal Year 2017 was to complete the process of developing a new Long-Range Plan, i.e. 2040 Transportation Plan. Funds accrued over the past 2 or 3 years provided enough resources to hire a contract consultant to complete the plan, with significant involvement for the MTPO Staff (note additional dollars were also programmed in TASK E. for Staff time). MTPO Staff worked with RPM and Associates to organize and schedule the plan development process, collected data for the travel demand modeling process, and established future trip-generating conditions (demographic and employment conditions). In addition, RPM and MTPO Staff evaluated the future needs of various non-traditional modes of travel and transport, including pedestrian, bicycle, rail-freight, truck freight, and public transit. These areas are emphasized in the new plan.

One of the primary tasks for Fiscal Year 2017 was also to complete a new (five-year) 2017-2021 Transportation Improvement Program (TIP). Prior to this, the MTPO continued to support, through planning studies, projects within the previous Transportation Improvement Program (Fiscal Years 2014 through 2017). The TIP is an extremely important product of the MTPO and serves as a mechanism to advance priority projects from the Long-Range Transportation Plan (LRTP). In addition, 2017 focused on financial management of the various funding sources received from TDOT, VDOT, and Federal agencies, including Surface Transportation Block Grant (STBG), Local STP, Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Bridge Rehab, and other categories, as found in the UPWP and TIP. Fiscal constraint was applied as a policy in all plans and projects throughout the MTPO area. The goal is to maximize resources to their best use, i.e. over the past 3 or 4 years smaller / less expensive projects were planned and implemented that now serve to move traffic more efficiently in relation to dollars spent.

As part of the process following completion of the new Long-Range Plan and TIP, MTPO Staff also worked to advance projects through various planning studies and/or documents. These planning studies (and accompanying research) continued to concentrate on specific corridors, sub-areas (high population/trip centers), programs (public transit), specialty areas (bike and pedestrian and other grant initiatives), and street and highway problem areas that experience a low level of service (LOS) and high crash rates. Adjustments to the MTPO functional classification systems

within the urbanized and planning area boundary (smoothing process) were also completed. It is important to note that, in Fiscal Year 2017 and in all future year activities, the Kingsport MTPO will continue to follow 5 primary transportation objectives in developing the LRTP, the TIP, projects, and programs. These include: (1) safety, (2) traffic / mobility, (3) access/travel time, (4) economic development, and (5) environmental oversight. More specifically, the objectives of;

safety – deals with improving the physical conditions of transportation infrastructure that will result in reduced crash numbers and rates and severity

traffic / mobility – focuses on the more efficient movement of traffic - particularly at problem roadway segments and intersections during peak hours

access and travel time – relates to planning improvements to the transportation system that allows travelers (motorists, transit patrons, bike and ped) a shorter travel time - particularly for critical needs such as emergency services, commutes to work, school trips, and other vital purposes

economic development – suggest improvements to the transportation system that opens up land for development, creating jobs and an improved local economy

environmental oversight – establishes recommended improvements that minimize or mitigate negative impacts on the environment, that includes natural and cultural realms.

Major Tasks for Fiscal Year 2018 and Fiscal Year 2019:

In developing new plans and/or studies during Fiscal Years 2018 and 2019 an emphasis on the 5 objectives previously mentioned in the accomplishment for FY 17 5 will continue. In addition, during Fiscal Year 2017 the MTPO followed MAP-21 and now in 2018 and 2019 the FAST Act will be followed in carrying out various work program tasks. It is important to communicate to local MTPO Board members, Staff, and associates what impacts the planning requirements in the new legislation will be on future MTPO operations and products.

Now that the new Long-Range Plan and TIP are completed, during FY 18 and 19 the MTPO will focus more on project planning and various initiatives linked to local MPO goals, TDOT and VDOT programs and legislations, and FHWA and FTA program and initiatives. The TIP and Long-Range Plan provide a guide to project development by serving as a mechanism to advance projects through funding and programming of local and state priorities.

This includes the establishment of funding scenarios (fiscal constraint), project priorities, the modeling process to identify capacity issues, safety record and subsequent analysis for improvement recommendations (traffic systems management), multi-modal section centered on pedestrian issues, coordination of transit systems to promote regional service (Kingsport Area Transit Service (KATS), Mountain Empire Older Citizens (MEOC), Northeast Tennessee Rural Public Transit (NETRANS)), and roadway projects that enhance employment and economic development opportunities. Note in FY 18 the MTPO will begin to take a greater role in the planning and implementation of the regions Coordinated Public Transit – Human Services Transportation Plan, as well as TDOT’s Multimodal planning efforts, as directed by “TranSystems” consulting firm. As part of this effort the MTPO will also continue to provide planning assistance as well as serve as a clearinghouse for funds and planning products for service providers within the MTPO planning area that receive FTA Section 5307, Section 5309, Section 5310, Section 5311, Section 5339 funds as well as state funds (i.e. Urban Operating Assistance Program (UROP) through TDOT).

In addition, during Fiscal Year 2018 the MTPO staff will concentrate more on project planning for subareas and corridors linked to the long-range plan. In essence, planning activities will focus on by-products of the current long-range plan that relate to project specific development and sectors within the MTPO metropolitan planning areas. Fiscal Year 2018 and 2019 tasks will also include a continued focus on multimodal planning, particularly pedestrian, bicycle, and transit issues, programs, and capital improvements. Grant programs derived from the “FAST Act”, will also be pursued as has been successfully done within the Kingsport MTPO area for the past 20+ plus years. Data packages for traffic flow, safety records (crash records), employment centers, particularly those that have experienced significant changes, i.e. new retail areas or declining retail areas, will be updated. In Fiscal Year 2018 and 2019 the MTPO will continue to use as guidelines for the ongoing work program five transportation improvement areas: (1) safety, (2) traffic / mobility, (3) access/travel time, (4) economic development, and (5) environmental oversight. In developing new plans and/or studies for Fiscal Year 2016 UPWP activities an emphasis on these 5 themes will continue. During Fiscal Year 2016 MTPO staff will pay close attention to the FAST-Act that has replaced MAP-21 that will likely change some aspects of MTPO operations, funding, and planning activities linked to capital improvements. During Fiscal Years 2018 and 2019 MTPO staff will also continue to monitor and maintain the TIP through amendments and adjustments, when and where needed.

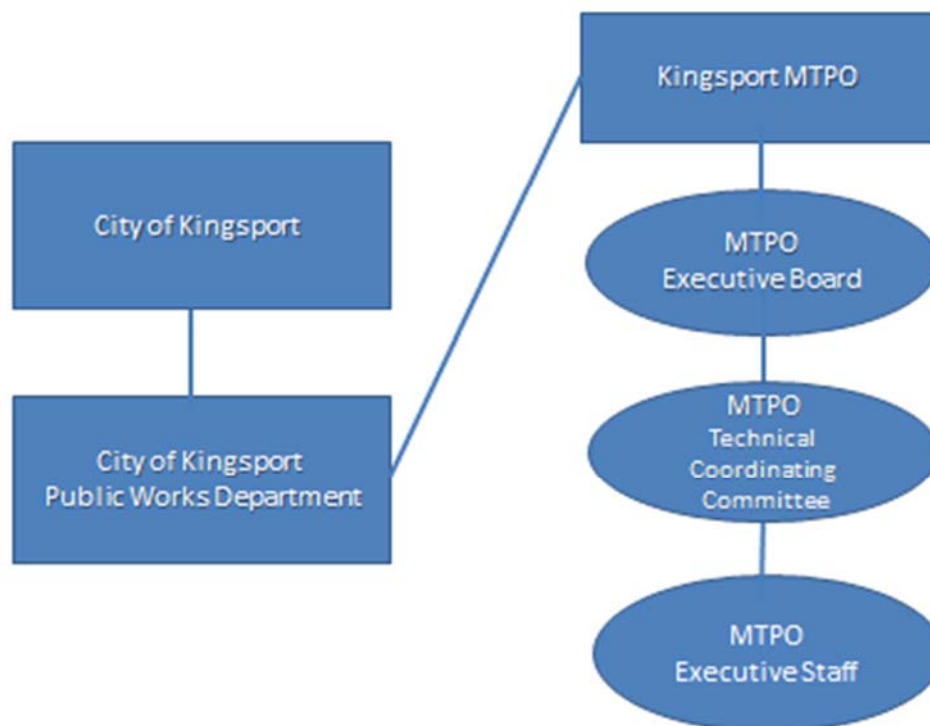
One of the more recent initiatives established by the Federal Highway Administration is performance management and/or performance measurement. As part of future products, i.e. UPWP’s, TIPs, LRTPs, and activities, the Kingsport MTPO will be following the guidance provided to implement perform measurements, including defining specific statistically based goals for various transportation modes. During the latter part of FY 18 and 19 the goal will be developed these targets, with the assistance of TDOT, VDOT, FHWA, and FTA. It is anticipated that MPO

staff will be attending training opportunities on performance management and measurements to better prepare for this process.

MTPO Organizational Structure

The Kingsport MTPO was chartered in 1977, which included the adoption of initial by-laws. In these by-laws the basic organizational structure was established, which included an Executive Staff and an Executive Board. A Technical Coordinating Committee was also established that includes representatives from various jurisdictions in the technical staff level. These included public works directors, traffic engineers, highway commissioners, and other support staff (specific membership of the TCC is listed in the amended By-Laws). While in the past this committee has been somewhat inactive, meetings of the TCC have recently been reinstated. The Executive Board consists of 7 members: TDOT, VDOT, a portion of Scott County Virginia (represented by the LENOWISCO Planning District Commission – Lee/Norton/Wise/Scott County), the City of Kingsport, Sullivan County, the Tennessee State Planning Office (who served as a representative for Hawkins County governments), and the First Tennessee Development District (FTDD). The Executive Staff, which is responsible for ongoing administration and day to day operations of the MTPO, is housed within a Division of the City of Kingsport's Public Works Department. The amended By-Laws (available upon request) provide a more detailed description of the staff and board members.

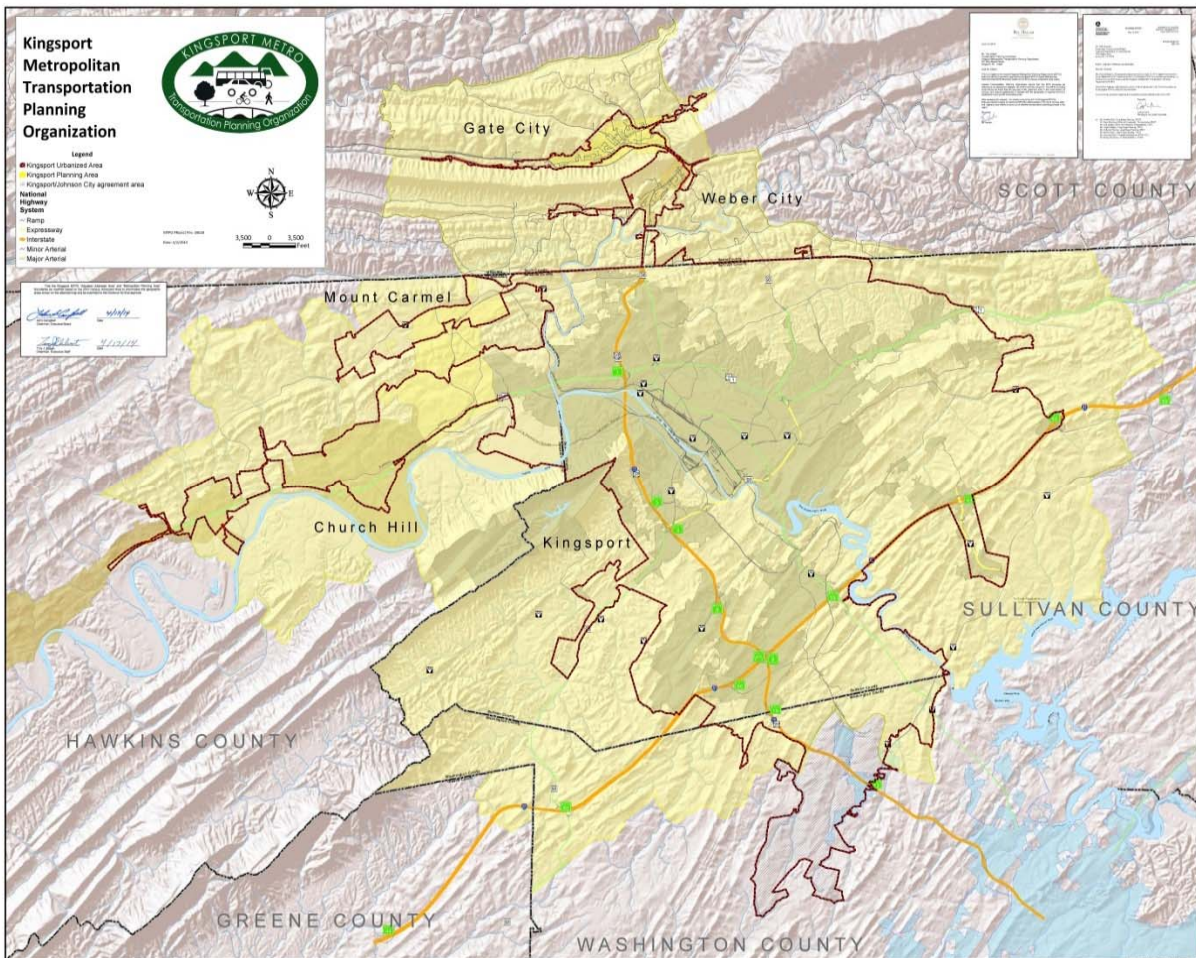
Kingsport MTPO Organizational Chart



Metropolitan Planning Area (and map)

The planning area of the Kingsport MTPO includes portions of Sullivan, Hawkins, Washington, and Greene County, Tennessee, and Scott County, Virginia. Kingsport is the principal city with four other incorporated areas which include the towns of Church Hill and Mount Carmel in Tennessee and the towns of Gate City and Weber City in Virginia (see map on page 13).

The coordination of the "3-C" transportation planning process and the resulting transportation improvement activities in the Kingsport Planning Area is the responsibility of the Kingsport Metropolitan Transportation Planning Organization (MTPO). Federal Statute and Regulations require, as a condition for the receipt of federal planning, capital, or operating assistance, that each urbanized area with a population over 50,000 develop, implement, and maintain a transportation planning process which results in plans and programs consistent with the MTPOs Metropolitan Area Long-Range Transportation Plan. These plans and programs provide support for subsequent project development activities for area transportation improvements.



Adjustments to Urban and Planning Area Boundaries and Functional Classifications

The 2010 Census changed the MTPO area's population and boundaries. MTPOs operate from two (2) basic geographies: (1) the "urbanized" area (UZA), which determines the official population for transportation funding, and (2) the "metropolitan planning" area (MPA), which is a broader area used for long-range planning purposes. Utilizing this new census data and geography, the MTPO Staff worked to update these boundaries. On May 19, 2014 adjustments to the Kingsport Urbanized and Metropolitan Planning Areas were submitted for approval to the MTPO's Executive Board. Following this action, the Federal Highway Administration approved the adjustments to the Urbanized Area. In turn, because Kingsport is a bi-state MTPO, each Governor's office gave concurrence to changes in the Metropolitan Planning Area boundary (Task B in Planning Factors table). As a result, the Fiscal Years 2018 and 2019 UPWP will operate under the geographic parameters as set forth in these adjustments approved by MTPO member agencies. In addition, within the last 5 years the Kingsport and Johnson City MTPOs have developed an agreement concerning an overlapping area in northern Washington County that is a part of the Kingsport Urbanized Area. While remaining in the Kingsport Urbanized Area this section of Washington County, by agreement, will be included in Johnson City's "Study Area" for long-range planning purposes. A Memorandum of Understanding now exists which allows the Johnson City MTPO to include this portion in their planning process, but still recognizes this as part of Kingsport's Urbanized Area (see map indicating blank area below Sullivan County line).

Maintaining up-to-date functional classification of roadways is also an important task and, therefore, during Fiscal Year '18 Staff will include a review and subsequent adjustments, where needed.

Funding

Funding allocated to the MTPO for the planning tasks identified in this UPWP are provided by the Federal Highway Administration and the Federal Transit Administration (FTA) through the Tennessee and Virginia Departments of Transportation (TDOT and VDOT). More specifically, the allocation of FHWA Metropolitan Planning Funds (PL Funds) to the MTPO is made from an apportionment of funds to the States (TDOT and VDOT) from the Federal Highway Administration. In Virginia PL funds allocated to the Kingsport MTPO are shared between the LENOWISCO Planning District Commission (PDC) and the City of Kingsport (MTPO Staff). These funds are individually contracted directly from VDOT to LENOWISCO and Kingsport (not passed through). Additionally, by membership and by-laws the LENOWISCO Staff is charged with assisting the Kingsport MPO staff with transportation planning activities over the course of the fiscal year (including assisting with the development of the TIP, the UPWP, and the Long-Range Plan. The matching funds are provided by the State DOT as well as the City of Kingsport. For PL funds the ratios are 80% Federal and 20% Local in Tennessee, and 80% Federal, 10% State, and 10% Local in Virginia. The allocation of FTA Section 5303 program funds for public transportation planning is administered by the States on behalf of the MTPO. The matching

ratio for these funds is 80% Federal, 10% State (TN and VA), and 10% Local. Planning activities undertaken by State DOT Staff (TN and VA) will be funded primarily with State Planning and Research (SPR) Funds. The matching ratio for these funds is 80% Federal and 20% State. The MTPO is advised each year of its funding allocations prior to the development of the UPWP. Note un-spent funds from previous years can be carried over and utilized in current and future years. For Tennessee Section 5303 it should be noted any unspent funds remaining at the time of contract expiration will be returned to the Multi-Modal Division for reallocation. Table 3 (page 59) indicates the amount of carry-over funds scheduled for use in the Fiscal Year 16-17 Work Program. Distribution of fund allocations by task among the local agencies is the responsibility of the MTPO. Tables 1 (page 57) and 2 (page 58) at the end of this document provides a summary of funding allocations by task, agency, and agency participation by funding source.

The Transportation Planning Process

The metropolitan transportation planning process was established in the early 1970's by Congress and assigned to and administered by the United State Department of Transportation. Congress and various institutions identified the need to better plan for growing transportation and traffic problems and issues throughout the country. MTPOs were established in urbanized areas that included not just core cities, but the surrounding metropolitan areas, which includes suburbs and satellite cities. The transportation planning process was implemented by MTPOs following a set of guidelines, goals and objectives that included the "3-C" process – comprehensive, cooperative, and continuing that in essence, described how the federal, state, and local governments wanted the process to be carried out. The process includes the collection of data on transportation system and operations, including traffic counts, crash records, land use data, inventory of infrastructure, and demographic data. The process includes development of a long-range plan as well as a short term program of projects. The process also includes the development of various alternative improvements strategies based upon public priorities and fiscal constraint. Ultimately, the goal of the process, which typically include several federal initiatives and planning emphasis area, is to produce research and plans that lead to a safer, more efficient transportation system.

In the planning process strategic direction is based upon a vision for the future, as articulated by the public and stakeholders. As part of this, performance-based planning has become very important. Per TDOT and Federal guidelines, the Kingsport MTPO will follow the process and include this initiative in the annual work program. In Map-21 and now the FAST Act Performance-Based Planning and Programming for transportation planning includes:

- Goals and Objectives
- Performance Measures
- Planning Analysis
- Identify Trends and Targets
- Identify Strategies and Analyze Alternatives
- Develop Investment Priorities

One of the most important elements found in the transportation planning process is the establishment and implementation of “performance measures”. Performance measures and “performance management”, which were recently created through federal legislation regulations originating from the USDOT, is a mechanism for transportation planning agencies, such as MTPOs, to gauge success in carrying out the duties, responsibilities, and products. MTPOs across the country, including Kingsport, will be establishing bench marks, or measurements, to determine whether the products and programs set for by the MTPOs are producing positive results or improvements within the area’s transportation system. These might include, for example, crash rates, level of service grades, or transit ridership. Performance measurements, in essence, will be a part of Kingsport the MTPOs future work activities and will be established as part of all products, include the UPWP, the TIP, and the Long-Rang Plan.

UPWP Adoption Process

The process of developing the FY 2018 and 2019 Work Program begins with the initial creation of a first draft several months before an approved final draft is presented for adoption. Once the first draft is circulated through member agencies, including the Tennessee and Virginia Departments of Transportation and the Federal Highway Administration, comments and corrections are issued for the MTPO staff to address and correct (note this process may occur again). Once this iterative process is completed a final version, which has been reviewed and approved for adoption by Federal and State agencies, is presented to the Executive Board for discussion and approval at a scheduled meeting. However, prior to development of the first draft MPO staff will have discussions with various jurisdictional members to determine work priorities for the next two years. From a regional or comprehensive perspective these discussion will determine what the core work efforts will be, i.e. corridor studies along major arterials in the area or possibly a long-range plan update. The current condition of the long-range plan itself as well as the TIP will also determine what level of effort and activities will be given toward either updates, amendments, or entirely new documents. The final draft Work Program typically is reviewed to assure all federal and state initiatives, mandates, and Planning Emphasis Areas (PEAs) are included, to assure that all required elements of the work program are addressed, and to assure all fiscal year work tasks are described in a manner that clearly sets the course of work and anticipated products identified for the next year (or years). The UPWP is also presented to the Technical Coordinating Committee for their review as well.

Once these steps are completed, and before the Executive Board takes action, an opportunity will be offered for the public to review the Work Program and provide input. Copies are placed on the MTPO’s website as well as at several public locations (paper version). During the subsequent MTPO Board meeting the public is also given an opportunity to make comments and provide input as well. Advertisement in local media also solicits input before and during the meeting. In addition, along with the public, the members of the Executive Board are given an opportunity to provide input as well, which may include various plans and studies that they may

deem important, such as specific corridor studies and/or project feasibility studies/plans. Once public and board member comments are completed, the final step includes adoption by the Executive Board. For the Kingsport TN/VA MTPO, adoption of the Virginia/VDOT version occurs usually in early June because the fiscal year begins on July 1. For Tennessee/TDOT it is typically approved in early August. These schedules also allow time for Federal agency approvals and funding contracts to be executed, thus establishing the budgets in which the MTPO staff can operate under.

In addition, MTPOs throughout the country, including Kingsport, are required to complete an annual self-certification process, which involves approving a resolution detailing various federal rules and regulations that must be followed in order to operate an MTPO. The resolution confirms that the MTPO agrees to follow all federal regulations associated with managing any and all funds that are provided for carrying out planning activities. It also assures that these regulations are followed in the project implementation phases of projects derived from the MTPO process (through the TIP and Long-Range Plan). In essence, it certifies that the MTPO has the capacity to carry out the federally authorized transportation planning process. The self-certification process is approved by members of the Executive Board and Staff, which for Kingsport includes both TDOT and VDOT, the Federal Highway Administration, and the Federal Transit Administration. Once again the Kingsport MTPO will be including the self-certification during the upcoming UPWP approval process.

Modifications to UPWP

Modifications are necessary when the MTPO: changes the scope of the UPWP: adds new funds: adds or deletes work tasks or subtasks: or moves funds between work tasks.

Types of Modifications: (Amendments and Adjustments)

Modifications to the UPWP involving FHWA/FTA funds fall into two categories, each requiring different action.

Amendments are modifications that:

- > Change the scope of the work task(s)
- > Add or delete a work task or funding source
- > Move 20% or more of funds from one task to another
- > Add an entirely new fund / funding source to existing work task

Adjustments are modifications that:

- > Do not change the scope of the funded work tasks
- > Do not move more than 20% of funds from one task to another

Approval of Modifications:

Amendments: Amendments must be federally approved. Prior to the request for federal approval, TDOT will review all UPWP amendment submittals for accuracy and completeness. When the amendment has been approved at the Federal level and TDOT has been notified, a copy of the formal notice of approval will be furnished to the MTPO.

Required Documentation for Amendments:

- A cover letter from the MTPO clearly detailing the proposed revisions
- A signed MTPO Board resolution approving the amendment and containing a brief description of the proposed revisions
- A copy of every affected UPWP page(s) as it appeared before the revision and a copy of the page(s) as amended
- A copy of the financial summary table(s) as it appeared before the revision and a copy as amended
- Documentation of public involvement

Adjustments: The TDOT Long-Range Planning Division Office will be advised of any MTPO revisions to the UPWP. Approval for an adjustment is not required by TDOT or VDOT, but notification of an adjustment to the State DOTs will occur within the consultative process prior to its execution by the MTPO Executive Board. Adjustments are documented through presentation of materials at Executive Board meetings and minutes thereof. Meeting minutes are posted on the MTPO's website.

Public Participation

The MTPO utilizes a Public Participation Plan (PPP) as part of the planning process to ensure that the public is involved in the formulation of UPWPs, studies, Transportation improvement Programs, the Metropolitan Area Long-Range Transportation Plan, and various other plans. The PPP documents the process and procedures of the MTPO for informing local residents, businesses, and officials of the MTPO's regional planning efforts and how the MTPO seeks meaningful input into the transportation planning process. Methods used to inform the public will include, but not be limited to published notices, website notices, public meetings, possible workshops and site visits (when and where needed), social media – including (where applicable) Facebook and Twitter, and other public involvement activities. Meetings and events will be held at convenient times and locations that are accessible via public transportation, ADA compliant, and have necessary Limited English Proficiency (LEP) resources. In addition, the final (adopted) UPWP will be posted on the Kingsport MTPO's website. During FY 2018 the MTPO plans to conduct a comprehensive review of the existing Kingsport Public Participation Plan. Changes to the plan will likely focus on technological applications and will be presented to the MPO Executive Board and Staff for approval (through the amendment process).

Each MTPO Technical Coordinating Committee (TCC) and Executive Board meeting is publicly advertised. Included in the public notice are date, time, location (including facilities meeting Americans with Disabilities Act (ADA) requirements, a brief description of subject matter to be discussed and acted on, and a contact to receive further information). A public hearing is also provided at all MTPO meetings to afford citizens an opportunity to comment and ask questions on any transportation related subjects, including program, projects, and various studies (for example, the MTPO Staff may host a public hearing on freight issues and in the process seek input from local officials and freight stakeholders to successfully integrate freight planning into the existing transportation planning process). Additionally, the MTPO maintains a website at www.mtpo.kingsporttn.gov where documents can be downloaded, meetings notices are published and a variety of transportation planning information and links are provided. The UPWP, which is prepared with cooperation and guidance from federal, state, and local agencies, is reviewed at scheduled public meetings, as dictated by the Public Participation Plan. It is also made available on the MTPO's website.

Environmental Justice and Title VI

As part of the transportation planning process the Kingsport MTPO must address Environmental Justice and Title VI to minimize disproportionately adverse effects on minority populations and low-income groups in the development and implementation of transportation projects. Environmental Justice is strived for and achieved by identifying and addressing disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of federal programs, policies and activities on minority populations and low income populations. It is the policy of the MTPO to ensure compliance with Title VI of the Civil Rights Act of 1964: 49 CFR part 26: No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin. The Kingsport MTPO submits individual annual Title VI Reports to both TDOT and VDOT. The Title VI Report documents the MTPO's civil rights activities for the year. The Title VI assessment is a tool to evaluate outreach efforts to traditionally underserved populations to ensure those individuals receive equal access to transportation services. The UPWP dedicates a subtask to planning activities that includes Environmental Justice and Title VI assessment of transportation and transit projects. Small and minority owned business participation is monitored through annual Title VI reports to TDOT and VDOT.

Planning Factors and Federal Initiatives to be Considered

MAP-21 and FAST Act specify 10 (ten) Planning Factors and several Federal Initiatives that must be considered in developing transportation plans and studies. Note: as details of the FAST Act unfolds, adjustments to these will likely follow. The current Planning Factors are as follows:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Planning Activities:

- o Transportation performance management
- o Economic Development
- o Financial planning and forecasting
- o Multi-modal and intermodal freight planning and performance
- o Public private partnerships
- o Strategic Highway Research Program (SHRP)
- o Every Day Counts (EDC)

2. Increase the safety of the transportation system for motorized and non-motorized users.

Planning Activities:

- o Transportation safety planning and performance

3. Increase the security of the transportation system for motorized and non-motorized users

Planning Activities:

- o Disaster preparedness and Continuity Of Operations (COOP) planning
- o Climate trends and extreme weather

4. Increase accessibility and mobility options available to people and for freight.

Planning Activities:

- o Access management and corridor management
- o Americans with Disabilities Act (ADA) accessibility
- o Congestion management, travel time reliability, and system performance
- o Active transportation and transportation alternatives
- o Multimodal and intermodal freight planning and performance

5. Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Planning Activities:

- o Livability
- o Sustainability
- o Title VI and environmental justice
- o Planning and environmental linkages (PEL)
- o Air quality and public health
- o Integrating transportation and land use

6. Enhance the integration and connectivity of the transportation system - across and between modes - for people and for freight.

Planning Activities:

- o Active transportation and transportation alternatives
- o Multimodal and intermodal freight planning and performance

7. Promote efficient system management and operation.

Planning Activities:

- o Planning for operations
- o Congestion management, travel time reliability, and system performance
- o Transportation system management and operations (TSMO)

8. Emphasize preservation of the existing transportation system.

Planning Activities:

- o Asset management
- o Pavement and bridge performance

9. System Resiliency and Reliability

Planning Activities:

- o Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation

10. Enhance travel and tourism

Planning Activities:

- o Support and promote the transportation system to enhance travel and tourism

FAST Act and MAP-21 – Ten Planning Factors Addressed by Task

The following table illustrates how the proposed work program tasks address the Ten Planning Factors from the FAST Act and MAP-21.

TASKS/ FACTORS	1 Economic Vitality	2 Safety	3 Security	4 Mobility Options	5 Protect & Enhance the Environment	6 Multimodal Integration	7 Mgmt. & Operation	8 Preserve Existing System	9 System Resilience	10 Travel and Tourism
A Program Administration			X		X	X	X			X
B Travel Data Collection and Analysis (includes new census data)		X		X		X	X	X		
C Air Quality and Congestion Mitigation (includes climate change issues)	X			X	X	X			X	X
D Transportation Improvement Program	X	X	X	X	X	X				
E Multi-Modal (included livability initiatives)	X	X	X	X	X	X	X	X	X	X
F Long-Range Planning	X	X	X	X	X	X		X	X	X

Federal Initiatives

The Kingsport MTPO Fiscal Years 2018 and 2019 Unified Planning Work Program also addresses several Federal Initiatives in carrying out transportation planning activities that are described in this document. This includes the development of transportation plans and studies within the MTPO area. A more detailed description of Federal Planning Emphasis Areas and Initiatives for the upcoming 2018 and 2019 fiscal years (as included in the work program) are found below.

Performance Management / Performance Based Planning and Programming

Performance-based planning and programming (PBPP) refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other agencies, stakeholders, and the public as part of a 3C (cooperative, continuing, and

comprehensive) process. It includes development of: long range transportation plans (LRTPs), other plans and processes (including those Federally-required, such as Strategic Highway Safety Plans, Asset Management Plans, the Congestion Management Process, Transit Agency Asset Management Plans, and Transit Agency Safety Plans, as well as others that are not required), and programming documents, including State and metropolitan Transportation Improvement Programs (STIPs and TIPs). PBPP attempts to ensure that transportation investment decisions are made - both in long-term planning and short-term programming of projects - based on their ability to meet established goals.

As part of the Fiscal Years 2018-2019 UPWP activities the Kingsport MTPO will begin the process of establishing and implementing a Performance-Based Planning and Programming (PBPP) initiative, as set forth by federal guidelines found in MAP-21, the FAST Act, and following guidance from VDOT and TDOT. Performance management strategies and methodologies will be applied to many of the products of the MTPO that are described and carried out in the Work Program. The MTPO staff will work closely with federal agencies, state DOTs, and area public transit agencies, to establish programs in a manner that is applicable and achievable for an MTPO with Kingsport's level of resources. Some of the key elements and steps that are recommended to carry out performance-based planning and programming are found below. Details on this can be found in federal publications on performance management. The following chart reflects a generalized process that can be utilized to implement performance-based planning and programming.

Final transportation Performance measures, a part of perform management, have been developed, as outlined by the Federal Highway Administration, and detailed in MAP-21. These are found in the following link: <https://www.fhwa.dot.gov/tpm/rule.cfm>.



Performance Management (continued)

Programming Process

The programming process involves selecting specific investments to include in an agency capital plan and/or in a TIP or STIP. In a PBPP approach, programming decisions are made based on their ability to support attainment of performance targets or contribute to desired trends, and account for a range of factors.

- Investment Plan
- Resource Allocation / Program of Projects

Implementation and Evaluation

These activities occur throughout implementation on an on-going basis, and include:

- Monitoring
- Evaluation
- Reporting

Public involvement and data

Public involvement and the collection of data are critical throughout the process. The public's vision for the transportation system and their community plays a key role in determining goals, performance measures, and investment priorities. Data on past, existing, and expected future performance, and information on the effectiveness of possible strategies, helps to inform selection of priorities. Like all planning, the process is cyclical. Over time, and as planning cycles advance, the goals and objectives may be adjusted, and performance measures and targets may be refined to ensure they focus on the most important priorities and are achievable.

Planning for Operations

Part of the MTPO's annual program of activities includes the development of plans and programs that focus on transportation operations (#7 in Planning Factors – Page 21). Of particular importance is maintenance and support of the regional Intelligent Transportation Systems (ITS) Architecture. The Architecture includes operational improvements, congestion management plans, data collection processes, traffic flow management, information dissemination, and other methods to manage traffic (vehicle, freight, transit, and non-motorized) in an efficient manner without necessarily adding capacity through major capital improvements. Corridor studies have been (and will be) used and are a valuable tool in determining where ITS applications may occur and where operations management can improve the movement of people and goods with the use of technology and less context-evasive method, such as coordinated signal systems instead of widening roads that remove homes and plant-life. A portion of the LRTP includes a section on travel demand management and recommends several ITS-based projects. During FY 2018 the

MTPO will pursue funding for ITS applications along Interstate 26 from the Virginia State Line to Unicoi County Tennessee.

Planning and Environmental Linkages

In developing various annual and/or periodic products, including the UPWP, TIP, and Long-Range plan, the MTPO includes the consideration of what impacts plans and recommendations will have on the environment. The link between project planning, program planning, and the interaction with other transportation planning issues and initiatives, i.e. freight, land use, and ITS, with environmental sensitivity, is important and will be incorporated in each and every task identified in the Work Program. Additionally, the new LRTP includes environmentally sensitive areas within Kingsport that were identified and be impacted by proposed projects.

Project Development

Once the Long-Range Plan is completed and adopted, more emphasis will be given on project-specific planning efforts, i.e. site-specific problems, and more emphasis on programs, i.e. transit, bikeway, safety, air quality. In addition, a focus will be made on data collection for future adjustments and/or amendments to the LRTP. A new “Fiscal Years 2017 through 2021 Transportation Improvement Program” (TIP) was developed and adopted during Fiscal Year 2017. Now that the new TIP has been finalized amendments and/or adjustments will occur as needed. Ongoing studies of specific LRTP and TIP projects will also occur, as recommended by MTPO Staff and Board members.

Livability

The quality and efficiency of the Kingsport MTPO area’s transportation system can have, in turn, an influence on Metro-Kingsport’s quality of life. Therefore, transportation planning activities in Fiscal Year 2018 and Fiscal Year 2019, and subsequent recommendations for improvements, will include a consideration for, in all tasks, quality of life or “livability”. The MTPO will also continue to coordinate and collaborate with regional partners to promote programs and projects that contribute to sustainable communities.

Sustainability

Sustainability, in part, entails longevity and durability of the transportation network. Because of this Kingsport’s goal is to support the maintenance of area transportation systems and/or infrastructure. This includes sustaining community values and providing opportunities, information, and resources to support such efforts as the “Partnership for Sustainable Communities”. These are shared as they are made available through federal programs, including those supported by the United States Department of Transportation (USDOT), the United States Department of Housing and Urban Development (HUD), and the Environmental Protection Agency (EPA). Initiatives nationally as well as within the MTPO region will be followed and

incorporated within the MTPOs transportation planning process. Sustainability theme will be included in the development of the new TIP, new updates to the LRTP, and specific project planning, that will emphasis community-wide long-term health and well-being. These will be addressed by determining how various MTPO products can be maintained through sustainable measures in the long-term.

INVEST Tool – Federal Highway Administration

In addition, the MTPO has discussed the utilization of the Federal Highway Administration’s Infrastructure Voluntary Evaluation Sustainability Tool (*INVEST*) to help area transportation agencies integrate sustainability into their plans and programs. The MTPO will continue to evaluate the applications of INVEST as well as other FHWA analytical tools, including the System Planning (SP), Project Development (PD), and Operations and Maintenance (OM) modules.

Climate Change / Extreme Weather

For several years the Kingsport MTPO has been involved in air quality initiatives, particularly through local ad-hoc organizations comprised of public and private participants. The most well-known is the “Ozone Action Partnership” (OAP), which is led primarily by local industries. The Partnership closely follows the national and local issue concerning air pollution. The MTPO is concerned primarily with mobile source emissions where local industry focuses on both stationary as well as mobile source emissions. Attainment or non-attainment status is the critical concern in these local efforts. The OAP promotes and advertises methods to reduce emissions on days where ozone levels are projected to be high (and above) the national standards. Also a part of this very important health and quality of life issue is “Climate Change”, which continues to be a growing problem nationally as well as world-wide. Climate change has created long-term above average temperatures world-wide that contributes to air pollution by creating more ozone and other materials. On a local level the Kingsport MTPO will follow closely this issue as it relates to transportation planning regionally and nationally in the coming years (Task C in Planning Factors). As part of climate change the MTPO will also evaluate the need for emergency planning that relates to extreme weather occurrences, particularly focusing on the transportation needs and/or movement of populations, emergency crews, commercial traffic, and interstate traffic where safety and security is a factor. As part of this initiative, the MTPO will be involved in TDOT’s Extreme Weather Vulnerability Assessment. For Kingsport this is particularly important in the wintertime.

Freight Planning

One of the emphasis areas in the FAST Act is “freight planning”. A new national freight committee has been established as an administrative arm of the U.S. Department of Transportation. Additionally, all states are encouraged (but not required) to develop a freight committee as part of their DOT’s. Because of this both TDOT and VDOT have developed a

“State Freight Advisory Committee”. As part of its activities, the Kingsport MTPO will also continue to include freight planning (as specified later in the UPWP schedule of tasks) and will coordinate this with the State Freight Plan and the State Freight Advisory Committee (which MPO Staff will attend). Freight planning will include the development and inventory of freight movement data within the Kingsport MTPO area (this is part of the new Long-Range Plan). Movement of trucks, trains, and other modes will be tracked and inclusion of private freight movers will be made in discussing and planning improvements to the area’s transportation network that serves freight movement. Industry-based traffic in Kingsport is significant and this will be analyzed and evaluated as part of this process as well.

Support of Economic Vitality

As an addition for the Fiscal Years 2018 and 2019 Work Program, the Kingsport MTPO is including an emphasis on transportation initiatives, programs, and projects that complement the economic vitality of the area. Projects that are advanced from the long-range plan, through the TIP, or other planning products should have, as part of their purpose and need statement, a positive impact on the local economy. This also compliments the Governor of Tennessee’s new proposed IMPROVE Act – that focuses on economic development. Transportation projects can move goods, people, and services more effectively and efficiently and provide support for increased employment opportunities, reducing the unemployment, and supporting a healthy economic growth in the Kingsport area.

Emphasis on Safety and Security

As an addition to the Fiscal Years 2018-2019 UPWP, the Kingsport MTPO will emphasize activities that initiate and support improvements to the local transportation system that accentuate safety and security. Every planned program, project, and recommended improvement in the area should include a safety and security element. Safety is first and foremost to the traveling public in the MTPO area and, within the various Work Program tasks, safety should always be a significant portion of the planning and implementation of projects. Reductions in personal injury and property damage is an objective and priority of the MTPO for Fiscal Year 2018 and Fiscal Year 2019. In addition, local safety and security projects and programs will also be cross-referenced and coordinated with statewide safety plans. The MTPO will, where possible, assist in the planning and implementation through local Surface Transportation Program (STP) funds, recommended improvement found in TDOT’s Roadway Safety Audit Reports (RSARs). Safety records (crashes) will be collected and evaluated to determine where priorities are needed in safety improvements.

Disaster Preparedness

Transportation facilities and programs that are developed from the MTPo work program activities and process should also include those that address preparedness for natural as well as man-made disasters. These could be weather related issues. However, for the Kingsport area it could also include chemical spills, train wrecks, or unusual/unexpected emissions from local industry. Planning and coordinating with local law enforcement, fire, and emergency response agencies is important in order to assure that adequate transportation facilities services are available, and accessibility and travel time is maximized for urgent disaster conditions. On a regional scale planning and coordination for disaster preparedness includes interaction with the Interstate 81 Coalition.

Accessibility, Integration, and Connectivity

Travel time is of utmost importance in the efficiency and effectiveness of a metropolitan area transportation system. Travel time and accessibility is particularly important for emergency response vehicles (fire, police, and ambulance). It is also important in terms of supporting economic development, safety, and quality of life issues (sustainability). Accessibility and travel time are dictated to a large extent by the integration of transportation systems, i.e. multi-modal connections that support reductions in congestion and improvements in level of service measurements. In essence, accessibility to jobs, schools, hospitals, households, retail areas, and service industries is very important in the growth and quality urban areas, including the Kingsport MTPo area. The Fiscal Year 2018-19 Work Program will continue to emphasize accessibility, integration, and connectivity in the development of planning products. In addition, as part of enhancing accessibility, integration, and connectivity, the Kingsport MTPo will be working with local governments to improve mobility of the disabled population as well as those with transportation challenges. The American with Disabilities Act (ADA) will be followed in supporting and promoting local government initiatives to improve transportation facilities that accommodate the disabled. For those who do not have one in place, the MPO will encourage local governments to develop an “ADA Transition Plan”.

Public Health

The health and welfare of the public, particularly the traveling public, is of utmost importance in relation to the activities and subsequent products of the Kingsport MTPo. Long-Range Plans have, and will continue to place, an emphasis on the accessibility of public health facilities and the interaction that the transportation infrastructure has with other public infrastructure and programs that focus on public health, including water and sewer systems (access to for maintenance), refuse collection (roadways that facilitate collection services), stormwater management, police, fire, and ambulance service. TIP (short-term, immediate) projects from all

sources (federal, state, local) should and will have some positive impact on public health as well. In addition, through various plans and studies (Area Bikeway and Greenway Plans), the MPTO will seek to promote and financially support non-motorized active transportation programs and projects.

The previously described “Federal Initiatives” and how they link with each task within this Work Program are found in the following table.

Federal Initiatives Addressed by Task

Federal Initiatives	Performance Mgmt	Planning for Operations	Planning and Environmental Linkages	Project Development	Livability	Sustainability	INVEST Tool	Climate Change / Extreme Weather	Freight	Support of Economic Vitality	Safety and Security	Disaster Preparedness	Access, Integration, Connectivity	Public Health
A. Program Administration	X	X		X	X	X	X			X	X			
B. Travel Data Collection and Analysis (includes new census data)	X	X		X		X	X	X	X	X	X	X	X	X
C. Air Quality and Congestion Mitigation	X	X	X	X	X	X		X	X	X				X
D. Transportation Improvement Program	X		X	X		X	X		X	X	X		X	
E. Multi-Modal Planning	X	X	X	X	X	X	X	X	X	X	X	X	X	X
F. Long-Range Transportation Plan	X		X		X	X	X	X	X	X	X	X	X	X

Planning Emphasis Areas (PEAs) for Fiscal Year 18 and Fiscal Year 19

In addition to those previously described, the following three topics have been identified by the U.S. Department of Transportation as Planning Emphasis Areas (PEAs) for specific consideration during Fiscal Years 2016 and 2017 and beyond. They are as follows:

(1) Models of Regional Planning Cooperation

The MTPO will promote cooperation and coordination across MTPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MTPO serve an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. A good example in the Kingsport area would be the coordination of public transit systems between Scott County Virginia (MEOC) and the City of Kingsport (KATS). This would include evaluating various passenger links based on origins and destinations matched with existing or future routes. This would provide greater service areas and opportunities for patrons of each system. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data and system performance measures and targets across MTPO and State boundaries. It also includes collaboration between State DOT(s), MTPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting and system performance reporting in support of performance based planning. Another good example in the Kingsport area would be the evaluation of day-time traffic in relation to commuter routes from other MTPO areas, including Bristol, Johnson City, and communities in Southwest Virginia and how park and rides lots could fit in to this scenario, thus improving travel time as well as the efficiency and cost of daily work trips. Note the Kingsport, Johnson City, and Bristol MTPO Staffs meet at least twice a year to discuss mutual concerns.

(2) Access to Essential Services

As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, food services, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude

access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps. A good example in the Kingsport Area would be development of GIS-based study to determine where gaps and/or inefficiencies are found in various communities, i.e. Bloomingdale, Lynn Garden, lacking essential services, i.e. “food deserts”. Through mapping technology MTPO planners could show where and how transportation infrastructure and programs could fill these gaps, i.e. bus service from downtown to Bloomingdale (which currently doesn’t exist).

(3) FAST Act and MAP-21 Implementation

The development and implementation of a performance management approach to transportation planning and programming includes the development and use of performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes. The use of scenario planning by MTPOs is part of developing metropolitan transportation plans. MTPOs may use scenario planning to improve decision making by providing information to the public and to decision makers on the performance outcome tradeoffs of various investment decisions when developing the metropolitan transportation plan. A good example in Kingsport would be developing various growth scenarios for land use that could be modeled through traffic forecasting software, thus determining what is the best growth plan for minimizing future traffic / transportation problems.

TASK A. PROGRAM ADMINISTRATION

Responsible Agency: MTPO Staff, LENOWISCO PDC (Lee County - Town of Norton - Wise County - Scott County Planning District Commission), TDOT – Long Range Planning Division, TDOT – Multimodal Transportation Resources, VDOT

Purpose: To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the MTPO Area’s Long-Range Transportation Plan to ensure that all transportation planning projects meet Federal and State requirements. Continue to implement the requirements of Title VI, Environmental Justice and Public Participation into the MTPO process. Manage all MTPO functions in an efficient and effective manner. Maintain a focus on regional priorities within the process of administering the MTPOs transportation planning activities, programs, and products.

Previous Work:

- A continuing work activity (following UPWP guidelines and directives)
- Coordination of MTPO TCC and Executive Board Meetings
- Prepared and adopted Fiscal Year 2018 / Fiscal Year 2019 UPWP
- activities, including both PL as well as Section 5303 activities (TN and VA)
Prepared quarterly progress reports and reimbursement requests for MTPO
- Managed financial issues and provided accountability of state, federal, and local funds linked to MTPO operations and projects (TN, VA PL and Sect. 5303 funds)
- Title VI Report submitted to both TDOT and VDOT
- Utilized adopted Public Participation Plan (PPP)
- Continued modifications to MTPO website to provide users with better access to information on transportation planning activities
- Maintained over-sight on all priority products, i.e. TIP, LRTP, TPRs (Transportation Planning Reports), Studies, etcetera, as well as efforts to achieve goals and objectives as set forth in the UPWP and MTPO by the Executive Board and Staff and representative jurisdictions. This includes furthering plans for highway projects (SR 126, SR 347, and SR 93), multi-modal projects, and non-motorized projects in Tennessee and plans for continued improvements to SR 224 and US 23 in Virginia (efforts in Fiscal Year’s 2018 and 2019 will continue to focus on funding the recommendations in this study)

TASK A (continued)

- Fiscal Year 2017 highlights included: completed the new 2040 Long-Range Transportation Plan (TN and VA), completed the new 2017-21 Transportation Improvement Program (TN and VA TIP), continued conducting various planning studies (includes multi-modal studies). FY 17 also had ongoing initiatives, including the application of conservative financial management in order to accrue funding for development the long-range plan, carried out (new) Technical Coordinating Committee meetings, attended MTPO statewide and regional meetings in Tennessee and Virginia, conducted Executive Board meetings, attended training on MTPO-based planning techniques, continued focus on sustainable and non-motorized project initiatives, and completed adjustments and amendments to the Fiscal Years 2014-17 TIP.

Activities for Fiscal Year 2018 and Fiscal Year 2019

- Prepare an FY '19 update to the Fiscal Years 2018-2019 Unified Planning Work Program
- Quarterly invoices, progress reports, and draft meeting minutes
- Manage financial issues and provide accountability of state federal, and local funds which are linked to MTPO operations and projects (PL and Sect.5303)
- Attend meetings of the MTPO, the First Tennessee RPO (Rural Planning Organization), local, regional, state, and federal sponsored meetings related to transportation planning as needed
- Coordinate and schedule all business activities and meetings for the MTPO Executive Board and Technical Coordinating Committee
- Submit individual annual Title VI reports to the Tennessee DOT and to the Virginia DOT
- Ensure that all transportation planning activities are consistent with requirements of Environmental Justice and Title VI
- Monitor small/disadvantaged business participation in MTPO professional services
- Ongoing application of the Public Participation Plan and continued efforts to involve all metropolitan planning area citizens in the MTPO transportation planning activities and products
- Update and maintain the Kingsport MTPO website
- Prepare and maintain contact lists, media lists, and other lists as needed
- Attend transportation conferences, workshops, and seminars to ensure compliance with regulations and guidelines and gain knowledge of MPO-related topics, i.e. Tennessee Transportation Assistance Program (TTAP) courses
- Continue administrative oversight related to Multi-Modal Planning Activities, the Long-Range Plan, TIP, other plans and studies, i.e. TPRs, and other transportation planning products, with particular focus on advancement of projects found in the new TIP and MTPO-Area 2040 Plan (LRTP).

TASK A (continued)

- Continue to evaluate and develop options and/or improvements to the “Public Participation” Process. An evaluation of the PPP will be conducted during Fiscal Year 2018, with subsequent changes made to the Plan, as needed. Note: a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MTPO. The primary emphasis for the updated PPP will be to modernize the communication process, i.e. more technology-based applications.
- As part of the Performance Management initiative, MAP-21 (and now FAST-Act), requires the establishment of State and Metropolitan-wide level transportation “performance targets”. During Fiscal Year 2018 the MTPO will be consulting with both TDOT and VDOT, as well as area transit agencies, regarding development of these targets.
- Integrate all of the various Planning Emphasis Areas, Planning Initiatives, and Planning Factors in to the MTPOs Work Program and efforts throughout Fiscal Years 2018 and 2019 and beyond. This includes the livability principles of more transportation choices, equitable, affordable housing , enhanced economic competitiveness, and support for existing communities, coordinated policies, leveraging investments, and valuing communities and neighborhoods into the transportation planning process.
- TDOT: The Long Range Planning Division, Tennessee Department of Transportation, will work jointly with the Metropolitan Transportation Planning Organization (MTPO) to establish the required administrative and technical procedures and prepare contractual agreements. In addition, the Long Range Planning Division will attend technical and policy board meetings, distribute information on Federal transportation planning guidelines and requirements, conduct seminars and work sessions, review the MTPO’s transportation planning studies and reports, and undertake general administrative activities.
- TDOT: The Multimodal Transportation Resources Division, Tennessee Department of Transportation, will administer State and Federal programs regarding river transportation, urban public transportation, rail service, ride-sharing, and transportation systems management. Representatives of this office will participate in MTPO meetings, distribute Federal transit guidelines and requirements, conduct seminars and work sessions, and review MTPO studies and reports.
- VDOT and LENOWISCO: Will continue to provide planning support for MTPO programs, projects, and activities related to multi-modal facilities and services, which includes the area’s public transit programs, bicycle and pedestrian projects, as well as other studies and/or plans that relate to the Virginia portion of the MTPO.

TASK A (continued)

End Products and Work Schedule (TASK A)

Product	Work Schedule
An ongoing transportation planning program	Continuing Task
Develop an FY '19 update to the 2018-2019 Unified Planning Work Program	June 2018 (VA), August 2018 (TN)
Quarterly Reports	Completed within 45 days of end of quarter
Executive Board & TCC Meetings	Quarterly/As needed
Title VI Reports	VDOT August, TDOT September
Monitor the status of small/disadvantaged business participation	Continuing Task
Attend meetings, maintain contact lists, establish jurisdiction communication	Continuing Task
Review, revise and implement PPP	September 2018
Maintain Kingsport MTPO website	Ongoing
Workshops and Training	As Needed
Revisions, as needed, to the updated LRTP, TIP, and other studies	By Deadlines, as established by TDOT, VDOT, and Federal Agencies

Funding Sources (TASK A)

Fiscal Year 2018

Task A. Admin.	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$88,000	\$4,000				\$1,600	\$93,600
State		\$500				\$200	\$700
Local	\$22,000	\$500				\$200	\$22,700
TDOT							
Federal			\$10,544				\$10,544
State			\$2,636				\$2,636
LENOWISCO							
Federal		\$16,000					\$16,000
State		\$2,000					\$2,000
Local		\$2,000					\$2,000
VDOT							
Federal							\$0
State							\$0
TOTAL	\$110,000	\$25,000	\$13,180	\$0	\$0	\$2,000	\$150,180

TASK A (Continued)

Fiscal Year 2019

Task A. Admin.	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$88,000	\$4,000				\$1,600	\$93,600
State		\$500				\$200	\$700
Local	\$22,000	\$500				\$200	\$22,700
TDOT							
Federal			\$10,702				\$10,702
State			\$2,636				\$2,636
LENOWISCO							
Federal		\$16,000					\$16,000
State		\$2,000					\$2,000
Local		\$2,000					\$2,000
VDOT							
Federal							\$0
State							\$0
TOTAL	\$110,000	\$25,000	\$13,338	\$0	\$0	\$2,000	\$150,338

TASK B. TRAVEL DATA COLLECTION, MAINTENANCE AND ANALYSIS

Responsible Agency: MTPO Staff, LENOWISCO, TDOT – Project Planning Division, VDOT

Purpose: To collect, update and maintain an inventory of transportation data. To initiate new and monitor established transportation inventories, both at the State and Local level, as well as changes in land use patterns and socioeconomic data necessary for comprehensive multi-modal short and long range transportation planning activities, including data used in Long-Range Plan updates or amendments, within Kingsport's MTPO planning boundary. Maintain a focus on regional priorities within the process of collecting and analyzing travel and transportation data.

Previous Work

- Traffic volumes collected at 191 annual cycle count stations (TDOT)
- Traffic volumes collected at 24 tri-ennial cycle count stations (VDOT)
- Special traffic count data collected for design projects as required
- Accident data from TN Department of Safety coded and filed
- High hazard accident data furnished for safety studies as needed (TDOT)
- Developed GIS (Geographic Information System) traffic count maps to visualize transportation data
- Conducted annual counts throughout the MTPO area with specific counts being conducted upon request (for project-specific needs)
- Obtained and compiled a list of crash data from MTPO jurisdictions for analysis
- Monitored jurisdictional land use changes to analyze potential impacts on the transportation system
- Population, employment, and other demographic data collected for use in various planning products, including development of the Long-Range Plan
- After conducting thorough research, which included significant interaction with various MTPO members, adjustments to the MTPO area boundaries were finalized, including additions to the urbanized area and additions to the planning area (in Tennessee and Virginia).
- Updated Tennessee Department of Transportation TRIMS and TITAN data

Activities for Fiscal Year 2018 and Fiscal Year 2019

- TDOT will continue to collect traffic count data at 191 annual cycle count stations for the purpose of monitoring changes in volume and evaluating potential recommendations for system improvements, i.e. signal timing, laneage configurations, additional capacity

TASK B (continued)

- TDOT, VDOT, and MTPo Staff will conduct special traffic counts as needed for planning and design projects, i.e. SR 224 / U.S. 23 (Virginia), SR 347 (Rock Springs Road), safety evaluations (Bloomingdale Pike, SR 357 near Tri-Cities Airport area), Carter's Valley Road, etcetera).
- TDOT will maintain accident files, high hazard listings and other safety data as required. VDOT also maintains these records for MTPo reference and use as needed. As part of Long-Range Planning process, crash and related records will also be used to further study more specific crash locations that can lead to recommendations for safety improvements. TITAN and other data VA datasets allows TDOT, VDOT, local traffic staff to evaluate the need for safety features i.e. lower speed limits, traffic calming, signal timing, access points, geometric improvements.
- TDOT and MTPo Staff will conduct travel time studies, if needed, for specific corridors. This will include an evaluation of travel time for public transit service within the MPO area along high-impact routes
- Collect, update and maintain transportation-related GIS database for the MTPo region. This will include collecting Kingsport Area Transit Service (KATS) data pertaining to ridership by routes and times, bus stop usage, schedule of service hours, and other inventories and patronage information
- Conduct research using the TRIMS (Tennessee Roadway Information Management System) database
- Collect, maintain and analyze socio-economic, land use, and travel pattern data from a variety of sources for traffic-generation needs
- Based upon extrapolated 2010 to 2017 census data (tracts, block groups, or other subareas), during the upcoming fiscal year MTPo Staff will be working to update Traffic Analysis Zones (TAZs) and other MTPo-defined geographies for future travel demand model "runs" and other relevant planning needs, i.e. specific corridor and sub-area studies. Demographic data also allows MPO staff to evaluate the needs and demands for various modes of travel, i.e. elderly population and transit usage, younger population for bike, pedestrian facilities
- Update and maintain transit ridership data to improve performance
- LENOWISCO will provide data for Scott County in the form of demographic and socioeconomic data as well as additional land use information as it relates to transportation planning products (short and long-range planning needs)
- Virginia DOT will continue to utilize Synchro modeling software for the purpose of traffic flow analysis
- VDOT will collect and disseminate traffic volume data, as directed by previously established schedules, as well as special needs i.e. new planning studies. VDOT obtains traffic counts in Scott County and the Towns of Weber City and Gate City on a three year cycle. Current schedule has these counts scheduled for the 2019 fiscal year.

TASK B (continued)

End Products and Work Schedule

Product	Work Schedule
Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, other traffic data for planning and design studies (TN and VA)	Permanent count data collected and computed for computer storage weekly. Other special counts as needed
Vehicle miles of travel on functionally classified systems,	Annual cycle counts to be made in Sept-Oct 2017 and Sept-Oct 2018
High hazards lists, collision diagrams, accident data	Periodic collection of accident data
Updated data for TDOT TRIMS File	Accident data coded and stored daily
Extrapolated 2010 census data for MTPO area, including updated mapping for Urbanized Area, Planning Area, and other Geographies as needed	Throughout fiscal year
Special traffic and speed studies	As Needed
Specific data for Travel Demand Modeling and LRTP Update	Throughout fiscal year
Synchro traffic model simulation and analysis (VA)	Throughout VDOT fiscal year

Funding Sources (TASK B)

Fiscal Year 2018

Task B. Data	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$24,000						\$24,000
State							\$0
Local	\$6,000						\$6,000
TDOT							
Federal			\$12,617				\$12,617
State			\$3,155				\$3,155
LENOWISCO							
Federal		\$16,000					\$16,000
State		\$2,000					\$2,000
Local		\$2,000					\$2,000
VDOT							
Federal							\$0
State							\$0
TOTAL	\$30,000	\$20,000	\$15,772	\$0	\$0	\$0	\$65,772

TASK B (continued)

Fiscal Year 2019

Task B. Data	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$24,000						\$24,000
State							\$0
Local	\$6,000						\$6,000
TDOT							
Federal			\$12,807				\$12,807
State			\$3,202				\$3,202
LENOWISCO							
Federal		\$16,000					\$16,000
State		\$2,000					\$2,000
Local		\$2,000					\$2,000
VDOT							
Federal							\$0
State							\$0
TOTAL	\$30,000	\$20,000	\$16,009	\$0	\$0	\$0	\$66,009

TASK C. AIR QUALITY AND CONGESTION MITIGATION

Responsible Agency: MTPO Staff, TDOT, VDOT, LENOWISCO

Purpose: Monitor regional congestion and air quality conditions and prepare for potential air quality issues within the MTPO area and counties. Develop strategies and programs that could potentially mitigate congestion in the MTPO area, while at the same time improve air quality. Maintain a focus on regional priorities within the process of monitoring (and responding to) air quality issues. Through various planning products, support the mechanisms that manage the traffic and transportation systems that exist and/or can be improved through ITS recommendations and other initiatives. Maintain a focus on regional priorities in evaluating and responding to traffic congestion concerns.

Previous Work

- As part of the preliminary work necessary for preparation of possible non-attainment status, Kingsport MTPO Staff, as well as LENOWISCO (Virginia) Planning District Commission and Sullivan County, intensified their involvement and training with TDOT, VDOT, FHWA, EPA, and TDEC (Tennessee Department of Environment and Conservation) to gain knowledge and understanding of air quality and conformity issues, processes, and products. Note: the Environment Protection Agency designated the Kingsport Area and Sullivan County as attainment areas under the 2008 Ozone National Ambient Air Quality Standards. Additionally, recent measurements have indicated the 3 year running average is below the current standard (through 2016).
- Continued to participate in the TDOT-Sponsored Inter-Agency consultation meetings and process, which helped MTPO Staff in preparing for future air-quality related products (TIP, LRTP)
- Kingsport MTPO and associated participants (LENOWISCO, Sullivan County) continue to work with public and private partners (former members of the Ozone Action Partnership Team, i.e. Eastman Chemical Company) to promote the reduction of ozone in the MTPO area through media-driven public notification
- Maintained consistent review of local air quality monitor measurements and reports from TDOT and EPA concerning status of PM2.5 and ozone levels in the area.
- Kept abreast of other Kingsport area air quality reports as well, including those based on non-motorized sources (industrial pollutant)
- The new long-range plan included air quality and non-attainment considerations and provided the capability for the travel demand model to run an air quality iteration later on, if necessary
- MTPO assisted in development of the 2017 ITS Architecture Update and Staff continued to participated in ITS Architecture training programs and workshops
- Continued efforts to plan and initiate congestion mitigation projects, including those related to travel-time reduction, i.e. signal systems and potential ITS projects

TASK C (continued)

- Efforts to reduce Volume to Capacity (V/C) ratios (or traffic congestion) at various roadway locations were made through improved MTPO-supported traffic and transportation technology and research, including expansion of the coordinated signal system (TIP-funded ITS projects), and also updated new Signal Coordination Software (recently purchased, installed, and operating).
- Congestion management activities included review of traffic pattern changes, particularly at intersections, where levels of service is poor. Evaluated these locations for possible recommendation through planning documents, i.e. TIP projects, long-range solutions, traffic studies. Worked with TDOT Staff to evaluate traffic problem areas.

Activities for Fiscal Year 2018 and Fiscal Year 2019

- Include consideration for area's current attainment/non-attainment status in development of Long-Range Plan and new TIP. This will include comparing results of L RTPs alternative network for reduction in VMT, Level of service, and travel time
- When needed, use of Kingsport-area travel demand model to test future scenarios related to MPO area mobile-source emissions. Note: funding for additional travel demand modeling efforts will be provided as needed (additional funds are included in the task budget). This will depend on the classification that the Metro-Kingsport area will be during FY's 18 and 19 (attainment vs non-attainment). The modeling expense (if needed) will be applied to MOVES software under a consulting contract
- Coordinate as well as participate in the Interagency Consultation Process
- Monitor EPA and State DOTs' activities concerning designation of non-attainment status for Kingsport MTPO area
- Submit to TDOT and VDOT the completed Kingsport 2040 L RTPPlan travel demand model (TRANSCAD) for use in statewide air quality modeling and conformity reports (current software is "Motor Vehicles Emission Simulator" (MOVES))
- Staff and partners, including LENOWISCO, Sullivan-Hawkins County, will continue to participate in training/conference sessions on air quality and conformity
- Continue working with area public and private partners in supporting and promoting the reduction of area ozone through the Sullivan County Ozone Partnership
- Continue to work with MTPO County-based and District Agencies, including LENOWISCO PDC, to monitor air quality conditions and respond with appropriate planning activities, i.e. L RTP and TIP adjustments
- Work with FHWA, FTA, TDOT, VDOT, and local agencies to manage and implement the region's Intelligent Transportation Systems (ITS) Architecture, while promoting and supporting the implementation of ITS projects, particularly along Interstates 26 and 81 Staff and partners will continue to participate in training programs for Intelligent Transportation System architecture and implementation strategies

TASK C (Continued)

- LENOWISCO will continue to participate in community action planning and appropriate transportation planning and traffic management initiatives in order to reduce Vehicle Miles Traveled (VMT) and mobile source emissions in the affected counties
- Continue planning and, where applicable, advancing congestion management strategies and projects, with specific attention paid to travel time issues, signal systems, ITS projects, and multi-modal (transit) projects. Planning activities for these issues and projects will include the use of travel demand modeling to identify specific level of service problem areas, particularly along routes where high traffic volumes and accident rates occur, i.e. Fort Henry Drive (SR 36), Stone Drive (SR 1), Eastman Road, Center Street, JB Dennis Highway SR (93), Lynn Garden Drive (SR 36), and Wilcox Drive (SR 126). Planning activities focusing on congestion mitigation will also include corridor studies, as generated and prioritized within the recently completed long-range plan. Corridor studies will focus on development issue in relation to new and background traffic. Congestion problems can be identified through forecasting methods and recommended improvements made to accommodate growth (or possibly decline) in traffic. Safety issues will also be addressed in corridor studies as well.
- Address climate change mitigation and adaptation in the planning process (see page 25 on “Climate Change”)

End Products and Work Schedule

Products	Work Schedule
Air Quality Conformity Assessment	Throughout, If Needed
Per attainment status, provide Mobile Source Emissions Inventory and Budget	July 2018, If Needed
Interagency Consultation Process	Throughout
Coordination with EPA, TDOT, VDOT, TDEC, LENOWISCO	Throughout
Monitor air quality ratings and new quality standards	Throughout
Increase public awareness of air quality issues	Throughout
Integrate livability principles of more transportation choices and neighborhood values in the planning process	Throughout
Continuous evaluation of current and future traffic flow in the MTPo area, i.e. Congestion Management	Throughout

TASK C (Continued)

Funding Sources (TASK C)

Fiscal Year 2018

Task C. AQCM	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$32,000	\$0					\$32,000
State		\$0					\$0
Local	\$8,000	\$0					\$8,000
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$5,200					\$5,200
State		\$650					\$650
Local		\$650					\$650
VDOT							
Federal							\$0
State							\$0
TOTAL	\$40,000	\$6,500	\$0	\$0	\$0	\$0	\$46,500

Fiscal Year 2019

Task C. AQCM	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$32,000	\$0					\$32,000
State		\$0					\$0
Local	\$8,000	\$0					\$8,000
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$5,200					\$5,200
State		\$650					\$650
Local		\$650					\$650
VDOT							
Federal							\$0
State							\$0
TOTAL	\$40,000	\$6,500	\$0	\$0	\$0	\$0	\$46,500

TASK D. TRANSPORTATION IMPROVEMENT PROGRAM

Responsible Agency: MTPO Staff, TDOT, VDOT

Purpose: To continually update and maintain a financially constrained Transportation Improvement Program (TIP) that provides for the short and long-range transportation project needs of the MTPO's Planning Area. Maintain a focus on regional priorities within the process of developing and making changes to projects found within the Transportation Improvement Program.

Previous Work:

- Completed the new Fiscal Years 2017–2021 Transportation Improvement Program
- Prior to approval of new TIP, processed amendments and/or adjustments to the Fiscal Years 2014-2017 Transportation Improvement Program to change funding and/or project scope / description / etcetera.
- Worked with TDOT and Federal Highway to reconcile balance of Local STP Funds and assure the TIP is financially constrained
- Reviewed and tracked progress of transportation projects by local agencies and TDOT found in the current TIP
- Reported on the status of TIP projects on a regular basis
- Assisted in the development of planning phases for various TIP projects (TPRs, etc.) and maintain cohesiveness with the Long-Range Transportation Plan
- Coordinated with TDOT Local Programs to make adjustments to State projects in the TIP
- Published Annual List of Obligated Projects

Activities for Fiscal Year 2018 and Fiscal Year 2019

- Continue to monitor and make changes, upon request, to the FY 2017-2021 TIP by collecting applications for new or modified projects and reviewing current and future status of projects. This includes maintaining fiscal constraint throughout the process.
- Process TIP amendments and/or adjustments that are based upon continued evaluation of transportation projects found in the Long-Range Transportation Plan
- Maintain a financially constrained TIP for both Tennessee and Virginia Highway projects as well as for Tennessee Public Transportation projects
- Coordinate with TDOT, VDOT, and local agencies on project schedules and funding
- Cooperatively develop an annual list of obligated projects and continuously monitor fund balances with obligated and programmed totals
- Continue to provide planning assistance in the development of various TIP projects
- Continue to organize and develop project groupings, that are defined as those that share similar characteristics such as signal projects, safety projects, intersection improvements, and enhancement projects.
- Publication of "Annual List of Obligated Projects" (in coordination with TDOT Local Planning Division) – typically during the Fall quarter.

TASK D (Continued)

End Products and Work Schedule

Products	Work Schedule
Maintain Fiscal Years 2017–2021 TIP through adjustments and amendments	Throughout
Process TIP amendments and/or adjustments	As needed
Determination TIP's conformity with air quality requirements	Dictated by air quality status and subsequent schedule
Maintain up-to-date balance of Local STP funds and other fund classifications to assure continued fiscal constraint	Throughout
Annual Listing of Federally Obligated Projects	October-November 2017

Funding Sources (TASK D)

Fiscal Year 2018

Task D. TIP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$32,000						\$32,000
State							\$0
Local	\$8,000						\$8,000
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal							\$0
State							\$0
Local							\$0
VDOT							
Federal				\$25,000			\$25,000
State				\$6,250			\$6,250
TOTAL	\$40,000	\$0	\$0	\$31,250	\$0	\$0	\$71,250

Fiscal Year 2019

Federal	\$33,600						\$33,600
State							\$0
Local	\$8,400						\$8,400
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal							\$0
State							\$0
Local							\$0
VDOT							
Federal				\$25,000			\$25,000
State				\$6,250			\$6,250
TOTAL	\$42,000	\$0	\$0	\$31,250	\$0	\$0	\$73,250

TASK E. MULTI-MODAL PLANNING

Responsible Agency: MTPO Staff, LENOWISCO, TDOT – Long Range Planning Division, TDOT – Multi-Modal Division, VDOT

Purpose: Continue to develop and update inventories of multi-modal facilities, services, and programs for the MTPO area and periodically evaluate these for shortages and/or gaps, thus enabling the planning process to produce more effective and advanced multi-modal short and long-range plans. An emphasis is placed on public transit, bicycle, and pedestrian plans and program, with progression towards capital improvements in these areas. Multi-Modal planning in the Virginia portion of the MTPO also includes continued planning support and development of the rural public transit program, specifically “Mountain Empire Older Citizens” agency (MEOC) that serves as a link to other programs, i.e. KATS (Kingsport) urban transit system and NETRANS (Northeast Tennessee Rural Transit System) in the Kingsport / Sullivan County area. The MTPO will continue to work with all service providers in the metropolitan planning area that receive FTA funds in the following programs: Section 5307, Section 5309, Section 5310, Section 5311, Section 5339. Also, planning assistance will also be provided for recipients of state funds, including UROP in Tennessee. Virginia Bike and Pedestrian plans should include coordination with other jurisdictions within the MTPO metropolitan planning area, following the Kingsport MTPO-Area Bike/Pedestrian Master Plan. Maintain a focus on regional priorities within the process of developing and modifying multi-modal plans, programs, and products.

Previous Work

- Processed amendments for locally-generated projects, including a major capital improvement project for the urban area (Kingsport Area Transit System)
- Worked with multi-modal project planning, freight planning, ITS development, and other specialty areas within the long-range planning process
- Completed planning and grant documentation for multi-modal facilities in the downtown Kingsport area: completed change to the long-range planning areas for modeling purposes (TAZ area): completed pedestrian and bicycle funding mechanism through the TIP by adding a “non-motorized” classification or project grouping within the current TIP to fund bike and pedestrian facilities i.e. greenways and bike lanes: completed plans for pedestrian facilities (mobility paths) in various locations, i.e. Greenbelt Plan within TA applications and the current Metro-Area Bike/Ped Plan: developed strategies for financing and initiating long-range plan in Fiscal Year ‘17

TASK E (Continued)

Activities for Fiscal Year 2018 and Fiscal Year 2019

- Continue to support and develop area-wide public transit (bus) systems, including KATS (Kingsport Area Transit System), NETRANS (Northeast Tennessee Rural Transit System), and MEOC (Mountain Empire Older Citizens agency – Virginia) and private providers (charter, taxi, etc.). This includes working in coordination with KATS to provide funding resources and approvals through the area’s TIP, and utilizing the long-range planning process (i.e. “2040 Plan”) to continue evaluating future service supply and demand. The LRTP will also identify capital expansion where needed and demographic analysis for patronage and marketing of services.
- Provide planning assistance as well as serve as a clearinghouse for funds and planning products for recipients within the MTPO metropolitan planning area that receive FTA Section 5307, Section 5309, Section 5310, Section 5311, Section 5339 funds as well as state funds (i.e. UROP through TDOT)
- Assist in evaluating the current and future demand and supply of multi-modal facilities, services, and programs (including mass transit systems), for potential capital and “systems operations” improvements, while considering the needs of elderly and disabled citizens. This includes working closely with TDOT and VDOT Multi-Modal Bicycle and Pedestrian Coordinators to determine where appropriate facilities, services, and programs should be implemented.
- Following the current Regional Bicycle and Pedestrian Plan, Kingsport MTPO staff will continue to plan projects selected and prioritized from this plan for funding and implementation through the TIP that enables improvements in capital facilities as well as the bike and ped “system.” This includes working closely with TDOT and VDOT Multi-Modal Bicycle and Pedestrian Coordinators to determine where appropriate facilities, services, and program should be implemented. Note, an updated version of the Regional Bicycle and Pedestrian Plan will be developed during Fiscal Year 2019. The Plan will expand to a more regional emphasis and includes jurisdictions in Hawkins County and Scott County Virginia and link with adjacent parks and MPOs (Bristol, Johnson City). The update will likely be contracted with a consultant.
- Continue to focus on reducing vehicular traffic where these alternatives can be provided, emphasizing community sustainability and an improved environment.” This includes working closely with TODT and VDOT Multi-Modal Bicycle and Pedestrian Coordinators to determine where appropriate facilities, services, and program should be implemented.

TASK E (Continued)

- Focus on evaluating mobility needs for specific subareas within the Kingsport MTPO Metropolitan planning area that include sidewalks, trails, greenways, and “mobility paths” that accommodate pedestrians and bicyclists.
- The Virginia Department of Transportation and LENOWISCO PDC will continue to provide planning support for the development of bikeway and pedestrian facilities, both rural and urban. As part of this, the regional “Bikeway Plan” will help provide linkages to the various jurisdictional trail systems in the area. VDOT and LENOWISCO will also continue to provide continued assistance towards the planning and operations of public transit programs in the MTPO area, specifically MEOC in Scott County. For Fiscal Years 2018 and 2019 this includes a continued a focus on bicycle and pedestrian planning that progresses towards implementation of specific elements within the plan. In Virginia an emphasis will be made towards a multi-jurisdictional approach that includes portions of Gate City, Weber City, and Scott county Virginia (and Tennessee).

End Products and Work Schedule

Product	Work Schedule
Coordination with KATS, Mountain Empire Older citizens (MEOC), and other Area Transit Services	Throughout Fiscal Year
Support/Develop MTPO Area-wide Multimodal Options (bike, ped), including, Scott County Virginia initiatives	Continuing Task
Support and promote Public Participation Process	Continuing Task
Begin developing update to current Bike/Ped Plan	FY 18 and FY 19
Continue advancing projects from current Bike/ Ped Plan	Continuing Task
Continue developing project specific Pedestrian/Trail plans	Continuing Task
Review and Assist in development of Multi-Modal Grants	As Needed
Distribute MTPO-based transportation information (i.e. studies, project updates) through public forums, including Executive Board and TCC meetings	Ongoing

TASK E (continued)

Funding Sources (TASK E)

Fiscal Year 2018

Task E. MM	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal					\$48,000	\$1,920	\$49,920
State					\$6,000	\$240	\$6,240
Local					\$6,000	\$240	\$6,240
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$4,200					\$4,200
State		\$525					\$525
Local		\$525					\$525
VDOT							
Federal							\$0
State				\$0			\$0
TOTAL	\$0	\$5,250	\$0	\$0	\$60,000	\$2,400	\$67,650

Fiscal Year 2019

Task E. MM	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal					\$48,000	\$1,920	\$49,920
State					\$6,000	\$240	\$6,240
Local					\$6,000	\$240	\$6,240
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$4,200					\$4,200
State		\$525					\$525
Local		\$525					\$525
VDOT							
Federal							\$0
State				\$0			\$0
TOTAL	\$0	\$5,250	\$0	\$0	\$60,000	\$2,400	\$67,650

TASK F. LONG RANGE TRANSPORTATION PLANNING

Responsible Agency: MTPO Staff, LENOWISCO, TDOT – Long Range Planning Division, TDOT – Multi-Modal Division, VDOT

Purpose: Task F includes an ongoing review and analysis of various elements within the completed Long-Range Plan. The purpose is to maintain a link between current TIP projects as well as other projects and programs as well as provide an ongoing analysis for, and/or amendments to, the Long-Range Transportation Plan. The purpose is also to provide a continuously updated comprehensive long-range transportation plan that will provide for the future transportation needs of the MTPO Metropolitan planning area and consider all modes of travel in the process. The LRTP should also be periodically evaluated and adjusted to coincide with current and ongoing changes, i.e. major new and planned developments, within the MTPO Metropolitan planning area for multimodal facilities, programs, systems, and projects. Another purpose for Long-Range Planning activities includes assistance to TDOT and VDOT in developing future adjustments and/or amendments to the statewide LRTP. Note in February of 2016 TDOT adopted a 25-Year Long-Range Transportation Policy Plan which features 8 policy papers and a 10-yr Strategic Investment Plan. VDOT is currently completed their LRTP, entitled V-TRANS. Other activities under TASK F with accompanying purpose and need include:

Modeling – State and federal agencies should continue to assist the Kingsport MTPO with their modeling needs, including technical assistance for MTPO staff, training, review of models, and oversight of consultants contracted to work on the models

Traffic Flow – continue evaluating traffic flow as it changes (via state and local traffic count programs) and provide adjustments or amendment to the LRTP as needed for this purpose

Freight – continue to assess current and projected demand for statewide freight and goods movement and the relative capacity of facilities in the metropolitan planning area that carry these trips

ITS – continue to evaluate needs and opportunities for improved operations of the state transportation system within the metropolitan planning area and plan for operational and capital solutions to these needs. Continue to maintain MTPO area's ITS architecture and make adjustments where needed

TASK F (Continued)

Environment – Continuous consideration should also be made towards ongoing protection of the environment, which includes potential impact of climate change, and community during the long-range planning process. This leads to a focus on the status of air quality and subsequent LRTP requirements.

Fiscal Constraint – As the long-range plan is amended, a continuous theme of fiscal constraint and/or responsibility should be maintained throughout the process.

Previous Work:

- The “Kingsport MTPO-Area 2040 Transportation Plan” was completed and adopted by the Executive Board and Staff in June of 2017. The plan included recommendations for transportation system improvements in both Tennessee and Virginia and in the City of Kingsport, City of Church Hill, City of Mt. Carmel, City of Weber City, City of Gate City, Sullivan County Tennessee, Hawkins County Tennessee, Washington County Tennessee, and Scott County Virginia.
- Conducted corridor studies to analyze existing and future mobility needs related to the long-range planning process, including US 23 and SR 224 in Virginia and the Interstate 81 / Interstate 26 interchange area in Tennessee
- Participated in TDOT and VDOT sponsored studies for identification of future projects
- Continued monitoring air quality measurements for the Kingsport area as part of the long-range planning process

Activities for Fiscal Year 2018 and Fiscal Year 2019

- Continue the process of monitoring the new 2040 Long-Range Plan, which includes making adjustments or amendments, where needed, and using the LRTP as a reference to further, more specific corridor or sub-area plans
- Maintain goals and objectives for the new long range plan, i.e. safety, congestion management, travel time and accessibility, and economic development – and, through modeling and other resources, utilize these to conduct further research beyond completion of the long-range plan, and develop data-based recommendations for improvements
- Continue utilizing the travel demand model Continue to follow the current LRTP as a foundation for other subsidiary long-range planning documents i.e. metro-area bike/ped plan, TPRs, corridor studies, site-specific plans, short-term capital improvement plans, etcetera as they relate to development of specific projects and/or recommendations (based upon development of priorities established by MTPO Staff, Executive Board, and State DOT’s).

TASK F (Continued)

- Continue to utilize the current travel demand model for additional planning, research, and project evaluation, particularly where significant changes in traffic flow may be occurring due to new commercial, residential, or service development within the MTPO area.
- Amendments to the current LRTP will be processed, as needed
- Staff will also provide assistance, i.e. local coordination, data collection, travel demand modeling, to TDOT in developing a new State-Wide Long-Range Transportation Plan. Note TDOT adopted a 25 Year Long-Range Transportation Policy Plan in February 2016, which features 8 policy papers and a 10-year Strategic Investment Plan.

Other Long-Range Planning Activities

- Freight and Rail – part of the long-range plan includes a chapter on freight movement (primarily rail and truck). The long-range plan typically presents the past and current trends in local freight movement, such as products from Eastman Chemical plant, coal from Southwest Virginia and Eastern Kentucky (passing through Kingsport), or heavy truck traffic along interstate 81 (40% of total). The LRTP assesses these conditions and determines what is the best recommendation for accommodating future shifts in modes, be it more piggyback service, or more truck-to-rail service.
- Through the LRTP evaluate patterns within the metropolitan planning area to determine future facilities and operations needs. Emphasize needs assessment and subsequent development of plans and recommendations for truck and rail facilities i.e. intermodal terminals. Fiscal Year 2018 activities will include a close evaluation of Kingsport's intermodal station for expanded use (note: the new FAST-Act includes a greater focus on freight, which will be closely monitored by MPO Staff for planning, funding, and program opportunities).
- ITS – through the LRTP develop forecasts and evaluate future traffic conditions that can be managed through Intelligent Transportation Systems. Plan for operational and capital solutions to these needs using ITS that can be developed where possible, particularly focusing on advanced traffic control technology. Priorities and funding will be established through the LRTP.
- The MTPO's updated ITS Architecture will be utilized as a guideline for improved capital improvement projects and operations. These will be identified and prioritized in the LRTP to evaluate in order establish a funding sources. Of particular interest are applications along Interstate 26 from US 11-W (Stone Drive) to Unicoi County.

TASK F (continued)

- Air Quality – address the current and long-range air quality issues in the Metropolitan planning area as it relates to future travel patterns, with consideration for advancing projects in the updated plan (2040 Plan) that reduce vehicle miles traveled and accompanying emissions. Also, prepare for non-attainment status and subsequent travel demand modeling and air quality conformity regulations and reporting. As part of air quality issues, the Kingsport MTPO will begin to explore the possibilities of integrating climate change considerations into the area long-range transportation planning process. In reference to FHWA’s report entitled “Integrating Climate Change into the Transportation Planning Process”, this will include investigating ways to reduce greenhouse gases and vehicle emissions through various improvements to the transportation system, i.e. reduction in VMT via changes in land use, increased usage of mass transit and other modes of travel, fuel alternatives, congestion pricing, and other initiatives (see “Integrating Climate Change into the Transportation Planning process” http://www.fhwa.dot.gov/environment/climate_change/adaptation/publications_and_tools/integrating_climate_change/index.cfm).
- The Kingsport MTPO will also consider and plan for transportation vulnerability due to climate change and extreme weather events and options for improving resiliency of transportation facilities or systems to climate changes and extreme weather events.
- Public Involvement – assist in the public involvement and inter-agency consultation process by utilizing the MTPO’s Public Participation Plan to carry forth the development of various planning products. This will include applying PPP guidelines for processing adjustments/amendments to the current TIP, amendments to the new 2040 long-range plan, amendments to the new UPWP, and other products that are required throughout the fiscal year. This will also include:
 - Working closely with local and regional planning agencies and governments i.e. Kingsport Planning Commission, Sullivan County Planning Commission, City of Church Hill, City of Mt. Carmel, Town of Weber City, and Town of Gate City, to establish efficient (financially constrained) and effective transportation improvement recommendations
 - Following the Inter-Agency Consultation and Public Participation Plan schedule
- Financial Constraint – assure that all plan elements and recommended improvements include a financial element that maintains fiscal constraint, whereby accurate projections of project costs do not exceed anticipated funding (based on past and projected revenues).

TASK F (continued)

- Utilization of INVEST Planning Tool – incorporation of Federal Highway Administration’s Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) in the development of long-range plans and other planning documents that provide recommendations promoting and supporting sustainable transportation program and projects. Implementation of this tool (and process) will begin during Fiscal Year 2019 and be included in future planning documents.

End Products and Work Schedule

Product	Work Schedule
Maintenance of new (Year 2040) Long-Range Plan – projects advanced to TIP, as prioritized and funded	Ongoing until next plan is developed
Utilize and refer to the current/2040 Plan in developing corridor and sub-area specific studies	Continuing Task
LRTP Air Quality Conformity process	As dictated by EPA for area
Participate with VDOT in further Regional Corridor Studies	Throughout Fiscal Year
Support and promote Public Participation Process	Continuing Task
Continue advancing corridor studies linked to LRTP	As Needed
Continue planning Congestion Management and ITS project in coordination with Long-Range Plans	Continuing Tasks
Update to ITS Architecture (TDOT) relative to LRTP	Per TDOT contract Schedule
Distribute MTPO-based transportation information (i.e. studies, project updates) through public forums, including Executive Board and TCC meetings	Ongoing
Development of Corridor Studies, including Wilcox Drive (SR 126), Lynn Garden Drive (SR 36), Bloomingdale Pike, and Center Street (SR 36)	Ongoing through Fiscal Years ‘18 and ‘19

TASK F (continued)

Funding Sources (TASK F)

Fiscal Year 2018

Task F. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$61,232						\$61,232
State							\$0
Local	\$15,308						\$15,308
TDOT							
Federal			\$28,209				\$28,209
State			\$7,052				\$7,052
LENOWISCO							
Federal		\$4,600					\$4,600
State		\$575					\$575
Local		\$575					\$575
VDOT							
Federal							\$0
State				\$0			\$0
TOTAL	\$76,540	\$5,750	\$35,261	\$0	\$0	\$0	\$117,551

Fiscal Year 2019

Task F. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$61,232						\$61,232
State							\$0
Local	\$15,308						\$15,308
TDOT							
Federal			\$28,632				\$28,632
State			\$7,158				\$7,158
LENOWISCO							
Federal		\$4,600					\$4,600
State		\$575					\$575
Local		\$575					\$575
VDOT							
Federal							\$0
State				\$0			\$0
TOTAL	\$76,540	\$5,750	\$35,790	\$0	\$0	\$0	\$118,080

FUNDING CHART – Fiscal Year 2018

TABLE 1

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FY 18 FUNDING SOURCE BY TASK

	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION									
	TENNESSEE				VIRGINIA																
TASKS BY	TDOT		City of Kingsport		VDOT		City of Kingsport		LENOWISCO			SECTION 5303 - City of Kingsport					TDOT - Section 5303				
FUNDING SOURCE	Fed-SPR	TDOT	Fed-PL	LOCAL	Fed-SPR	VDOT	Fed-PL	LOCAL	Fed-PL	LNWSC	VDOT*	Fed-TN #	Fed-VA	TDOT	VDOT	LOCAL**	Fed-TN	TDOT	TOTAL		
A. Program Administration	\$10,544	\$2,636	\$88,000	\$22,000			\$4,000	\$500	\$16,000	\$2,000	\$2,500	\$0	\$1,600	\$0	\$200	\$200			\$150,180		
B. Data Collection, Maintenance and Analysis	\$12,617	\$3,155	\$24,000	\$6,000			\$0	\$0	\$16,000	\$2,000	\$2,000	\$0		\$0		\$0			\$65,772		
C. Air Quality and Congestion Mitigation			\$32,000	\$8,000			\$0	\$0	\$5,200	\$650	\$650								\$46,500		
D. Transportation Improvement Program			\$32,000	\$8,000	\$25,000	\$6,250													\$71,250		
E. Multimodal Planning									\$4,200	\$525	\$525	\$48,000	\$1,920	\$6,000	\$240	\$6,240			\$67,650		
F. Long-Range Transportation Planning	\$28,209	\$7,052	\$61,232	\$15,308					\$4,600	\$575	\$575								\$117,551		
TOTAL	\$51,370	\$12,843	\$237,232	\$59,308	\$25,000	\$6,250	\$4,000	\$500	\$46,000	\$5,750	\$6,250	\$48,000	\$3,520	\$6,000	\$440	\$6,440	\$0	\$0	\$518,903		
*Total includes Virginia State Match for Kingsport and LENOWISCO Combined				# includes Section 5303 Carryover funds																	
**Total Includes Local Match for TN and VA Combined																					
Contributor by Funding Source																					
Federal	\$51,370		\$237,232		\$25,000		\$4,000		\$46,000			\$48,000	\$3,520				\$0		\$415,122		
TDOT		\$12,843												\$6,000				\$0	\$18,843		
VDOT						\$6,250					\$6,250				\$440				\$12,940		
LENOWISCO										\$5,750									\$5,750		
Kingsport MTPO				\$59,308				\$500								\$6,440			\$66,248		
TOTAL	\$51,370	\$12,843	\$237,232	\$59,308	\$25,000	\$6,250	\$4,000	\$500	\$46,000	\$5,750	\$6,250	\$48,000	\$3,520	\$6,000	\$440	\$6,440	\$0	\$0	\$518,903		

FUNDING CHART – Fiscal Year 2019

TABLE 2

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FY 19 FUNDING SOURCE BY TASK

	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION								
	TENNESSEE				VIRGINIA							SECTION 5303 - City of Kingsport						TDOT - Section 5303		
TASKS BY	TDOT		City of Kingsport		VDOT		City of Kingsport		LENOWISCO											
FUNDING SOURCE	Fed-SPR	TDOT	Fed-PL	LOCAL	Fed-SPR	VDOT	Fed-PL	LOCAL	Fed-PL	LNWSC	VDOT*	Fed-TN #	Fed-VA	TDOT	VDOT	LOCAL**	Fed-TN	TDOT		TOTAL
A. Program Administration	\$10,702	\$2,636	\$88,000	\$22,000			\$4,000	\$500	\$16,000	\$2,000	\$2,500	\$0	\$1,600	\$0	\$200	\$200				\$150,338
B. Data Collection, Maintenance and Analysis	\$12,807	\$3,202	\$24,000	\$6,000			\$0	\$0	\$16,000	\$2,000	\$2,000	\$0		\$0		\$0				\$66,009
C. Air Quality and Congestion Mitigation			\$32,000	\$8,000			\$0	\$0	\$5,200	\$650	\$650									\$46,500
D. Transportation Improvement Program			\$33,600	\$8,400	\$25,000	\$6,250														\$73,250
E. Multimodal Planning									\$4,200	\$525	\$525	\$48,000	\$1,920	\$6,000	\$240	\$6,240				\$67,650
F. Long-Range Transportation Planning	\$28,632	\$7,158	\$61,232	\$15,308					\$4,600	\$575	\$575									\$118,080
TOTAL	\$52,141	\$12,996	\$238,832	\$59,708	\$25,000	\$6,250	\$4,000	\$500	\$46,000	\$5,750	\$6,250	\$48,000	\$3,520	\$6,000	\$440	\$6,440	\$0	\$0		\$521,827

*Total includes Virginia State Match for Kingsport and LENOWISCO Combined

includes Section 5303 Carryover funds

**Total Includes Local Match for TN and VA Combined

Contributor by Funding Source

Federal	\$52,141		\$238,832		\$25,000		\$4,000		\$46,000			\$48,000	\$3,520				\$0			\$417,493
TDOT		\$12,996												\$6,000				\$0		\$18,996
VDOT						\$6,250					\$6,250				\$440					\$12,940
LENOWISCO										\$5,750										\$5,750
Kingsport MTPO				\$59,708				\$500								\$6,440				\$66,648
TOTAL	\$52,141	\$12,996	\$238,832	\$59,708	\$25,000	\$6,250	\$4,000	\$500	\$46,000	\$5,750	\$6,250	\$48,000	\$3,520	\$6,000	\$440	\$6,440	\$0	\$0		\$521,827

**Table 3. Kingsport Fiscal Years 2018 and 2019 UPWP
Financial Summary with Carryover Funds**

(Note: \$ figures represent Federal funds only*)

FUNDING YEAR	FUNDING SOURCE					
	TN FHWA "PL"	TN FTA "Sec 5303"	TN FHWA "SPR"	VA FHWA "PL"	VA FTA Sec 5303	VA FHWA "SPR"
Carryover Available	\$208,569	\$12,500	\$0	\$0	\$0	\$0
FY 2017 Allocation	\$201,397	\$42,000	\$64,213	\$50,600	\$3,434	\$25,000
Available FY 2017 Funds	\$409,966	\$54,500	\$64,213	\$50,600	\$3,434	\$25,000
FY 2017 Programmed	\$248,000	\$48,000	\$51,370	\$50,600	\$3,434	\$25,000
Carryover to FY 2018	\$161,966	\$6,500	\$12,843	\$0	\$0	\$0
FY 2018 Allocation	\$201,397	\$42,000	\$65,177	\$50,600	\$3,434	\$25,000
Available FY 2018 Funds	\$363,363	\$48,500	\$78,020	\$50,600	\$3,434	\$25,000
FY 2018 Programmed	\$237,232	\$48,000	\$52,141	\$50,600	\$3,434	\$25,000
Carryover to FY 2019	\$126,131	\$500	\$25,879	\$0	\$0	\$0

* estimated

FIGURE A – Kingsport MTP Urban and Planning Areas with National Highway System Route

