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MEMORANDUM

To: Kingsport MTPO Executive Board
CC: Subscribed Interested Parties
From: Bill Albright, Transportation Planning Manager
Lesley Phillips, Transportation Planner
Date: May 2, 2019
Subject: MTPO Executive Board Meeting

Please see the attached agenda for the next meeting of the Kingsport MTPO Executive Board, to be held **Thursday, May 9, 2019 at 1:30 P.M., in the Bob Clear Conference Room in the Improvement Building (201 West Market Street, Kingsport, Tennessee).**

There are four action items:

- **Approval of Minutes from February 7, 2019 meeting**
- **Adoption of FY20 Virginia Version of the 2020-2021 UPWP**
- **Concurrence of SR-36 proposed cross section**
- **Authorize proceeding with new bike/ped plan**

In addition to the agenda items listed above, time will be allotted for public comments, project updates, and general information items as well.

Executive Board members who are unable to attend may designate a proxy in writing to represent you. A sample proxy letter is attached.



AGENDA

**Kingsport MTPO Executive Board
May 9, 2019 at 1:30 PM
Bob Clear Conference Room
201 West Market Street, Kingsport, TN 37660**

1. Executive Board Welcome

2. Approval of Minutes from February 7, 2019 Meeting (Vote Required)

3. Public Comment on Agenda Items

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

4. Unified Planning Work Program – Virginia FY20 (Vote Required)

Presenter: Bill Albright

Item Summary: One of the primary products MTPO Staff is required to develop on an annual or semi-annual basis is the Unified Planning Work Program (UPWP). The “Work Program” is a comprehensive description of the various goals and/or tasks that will be carried out by the MTPO staff and associate members over the next 1 to 2 years. It also includes a fairly complex budget that incorporates allocations from various federal agencies, with matching funds from TDOT, VDOT, LENOWISCO PDC, and the City of Kingsport (the cognizant agency for the MTPO). The document is typically organized in a manner where these tasks or planning functions are detailed in accordance with federal, state, and local standards. For Tennessee/TDOT the UPWP is recognized over a 2 year period (2-Year Work Program). Whereas, for Virginia/VDOT, an update is required every year. The tasks include program administration, travel and demographic data and analysis, air quality and congestion mitigation, the Transportation Improvement Program, multimodal planning (bike, pedestrian, transit) and long-range planning. The Tennessee version of the UPWP is currently in a draft mode but the Virginia version is being presented at the May meeting for final adoption, which includes final Virginia figures in the FY20 budget. The Executive Board’s action will be to approve the Virginia version of the Work Program, subject to changes and or edits that will be made for the Tennessee version, which is scheduled for approval in early August.

Recommendation: Approve the Resolution as presented.

5. SR-36 Cross Section Options (Vote Required)

Presenter: Bill Albright

Item Summary: When the Tennessee State Legislature passed the “IMPROVE Act” (or fuel tax), which took effect in the summer of 2017, funds were dedicated for a long list of various statewide transportation projects. Among several in Sullivan County, this included the widening of State Route 36 (Fort Henry Drive) from Interstate 81 to State Route 75. While this section has been in long-range planning documents and has been discussed on and off for many years, it had not been funded until now. The section from SR-75 to Boones Creek within the Johnson City MTPO area was recently completed and has 5 lanes (including a center turn lane). Now that funding has been secured, TDOT staff has begun work on the planning phase of this project. One of the initial concerns that TDOT wants to address is the matter of whether sidewalks, shoulders, and/or other bike and pedestrian features should be included in the cross section. They have asked local MTPO staff and representatives of local jurisdictions to assist them in determining what is preferred, with the understanding that significant cost factors would play a part in the decision-making process. In essence, various combinations of sidewalks, grass strips, curb and gutter, and shoulders may require significant local investment, depending on the option chosen. Note, the total estimated cost (and IMPROVE Act funding) for this project is \$49 million. This amount does not include funding for both sidewalks and shoulders. MTPO staff requested cost estimates and TDOT calculations indicated that if both sidewalks and shoulders were included an additional \$5+ million would be needed, which would have to be covered by local governments. MTPO staff and local agency representatives tentatively agreed to limit the project to a 2.5 foot curb and gutter, a 2 foot grass strip, and 5 foot sidewalks with no shoulder (cross section options are included in agenda packet). Again, this option would be included in the state project budget and would not require a local match. MTPO staff asks the Executive Board to take a position on this option, which is to approve the sidewalks only cross section.

In developing a preferred option, TDOT also asked MTPO staff what the current bike and ped plan has in terms of recommended features along SR-36 from I-81 to SR-75. For this section, the current plan recommends paved shoulders. Because this is different than the cross section now being recommended by the staff and Executive Board, TDOT has requested a letter indicating that a “deviation” from the bike and ped plan be allowed so the change to sidewalks would be documented.

Recommendation: Concur with selected cross section and endorse drafting a letter approving deviation from the current bike/ped plan.

6. Authorization to Proceed with Development of a New Kingsport Metropolitan Area Bicycle and Pedestrian Plan (Vote Required)

Presenter: Bill Albright

Item Summary: In 2012 MTPO staff published for the first time a master plan for bicycle and pedestrian facilities in the Kingsport Metropolitan Area. Resources were provided through the MTPOs annual allocation of federal planning funds to hire a consultant to write the plan. MTPO Staff, along with public input, provided guidance to the consultant and the plan included a GIS-based inventory of bike and ped routes, a classification system for bike and ped pathway “conditions” (or Level of Service), establishment of a bike and ped

network, and recommendations for major and minor capital improvements. The new plan will include these items and will also: (1) emphasize interconnectivity, or a “systematic approach”, (2) include a land use element, (3) provide recommendations to fill in gaps between existing routes, (4) promote intermodal linkages, and (5) identify connections to neighborhoods, institutions, and commercial sites. An implementation strategy will include funding sources, cost estimates, and priorities. A major focus on public and stakeholder input will be made as well.

Almost all MPOs throughout the United States now have a bike and ped, or multimodal, plan in place. TDOT also refers to MPO bicycle and pedestrian plans when planning and designing roadway improvements within MPO jurisdictions. Funds have already been reserved through the MTPO budget process to pay for consultant expenses. Updates on plan development will be provided at future Executive Board meetings.

Recommendation: Endorse this planning initiative and authorize the MTPO staff to proceed with obtaining a consultant to craft a new bike/ped plan.

7. Public Participation Plan Survey Results

Presenter: Lesley Phillips

Item Summary: As part of the process to update the Kingsport MTPO’s Public Participation Plan an online survey was conducted. The survey was open from February 20, 2019 until March 11, 2019. The purpose of the survey was to find out how respondents currently receive notice of public meetings/public hearings/open houses/etc. and how they prefer to receive these notices. A link for the survey was emailed to over 700 individuals as well as being posted on social media and the MTPO website. There were 102 respondents. The questions and results are included in the agenda packet.

8. Interstate Corridor Study (TDOT)

Presenter: Troy Ebbert

Item Summary: TDOT has initiated a study to investigate a range of multimodal solutions along the interstate corridors of 55, 75, and 26. This 18 month study will emphasize congestion management, improving safety, maximizing the potential for freight diversion, and preserving/enhancing each corridor’s economic benefits. Public meetings are being held to get input from stakeholders on the transportation needs and areas of concern for each corridor.

9. VTrans Update

Presenter: Katie Schwing, Office of Intermodal Planning and Investment (Virginia)

Item Summary: A presentation about Virginia’s Long Range Transportation Plan (VTrans) will include information about the plan’s Vision and Goals as well as the proposed Needs Identification methodology and measures.

10. Project Updates

The attached list of projects are either directly linked to MTPO planning work and/or funding or related through local government, TDOT, VDOT, or federal agencies. Questions or comments on these can be addressed at today's meeting or contact MTPO staff for additional information.

11. Public Comments

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

12. Meeting Adjournment

Sample Proxy Letter

Date

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

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

during the _____ meeting of the Kingsport MTPO Executive Board.
(Meeting Date)

Signature

**KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
EXECUTIVE BOARD
Meeting Minutes for February 7, 2019**

**City Hall Council Room 1:30 P.M.
225 W. Center Street, Kingsport, TN**

Members Present:

Jimmy Adkins, Blake Ailor, Mike McIntire, Chase Milner, Joshua Russell, Ronda Sawyer,
Ambre Torbett

Absent:

Staff Present:

Bill Albright, Tim Land, Lesley Phillips, Candace Sherer, Michael Thompson

Visitors Present:

Randy Busler – TDOT
Jason Carder – Mattern & Craig
Randy Dodson – Mattern & Craig
Troy Ebbert - TDOT
Eric Kerney – SCHED
Mike Russell - TDOT
Erica Seals – Healthy Kingsport
Angie Stanley – County Commission
Emily Wood – FTHRA/NET Trans

Recorder: Lesley Phillips

- I. **Call to Order:** Mike McIntire called the meeting to order.
- II. **Approval of Minutes:** The minutes of the November 1, 2018 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Jimmy Adkins to approve the minutes and was seconded by Blake Ailor. The motion carried unanimously.
- III. **Public Comment:** Mike McIntire opened the floor for public comments. Angie Stanley asked if the SR357 project would kick any current projects out. Staff replied that it was a study and would not.
- IV. **New Business:**
 - A. Election of Executive Board Vice-Chairman. Presented by Bill Albright/Lesley Phillips. The By-Laws of the Kingsport MTPO describe how the membership works, including the Executive Board, officers, staff members, sub-committees, etcetera. While the Chairman is permanent and does not require an annual or periodic election, the position of Vice-Chairman requires election annually. The staff requests that the Executive Board members nominate and elect a Vice-Chairman. Mike McIntire recommended Jimmy Adkins remain as Vice-Chairman of the Executive Board and

asked if there were any other nominations; there were none. A motion was made by Ronda Sawyer to elect Jimmy Adkins as Vice-Chairman of the Executive Board and was seconded by Ambre Torbett. The motion carried unanimously.

- B. Performance Measures (PM1) - Tennessee. Presented by Bill Albright/Lesley Phillips. In February 2018, the Executive Board voted to adopt TDOT's Safety Performance Targets (PM1) for the five-year reporting period of 2014-2018. These targets are updated annually and will roll ahead one year to cover the reporting period of 2015-2019. Staff recommends the MTPO continue to support TDOT's targets as outlined in the resolution included in the meeting agenda packet. A motion was made by Ambre Torbett to approve the Performance Measures (PM1) Resolution for Tennessee and was seconded by Ronda Sawyer. The motion carried unanimously.
- C. Performance Measures (PM1) - Virginia. Presented by Bill Albright/Lesley Phillips. In February 2018, the Executive Board voted to adopt VDOT's Safety Performance Targets (PM1) for the five-year reporting period of 2014-2018. These targets are updated annually and will roll ahead one year to cover the reporting period of 2015-2019. Staff recommends the MTPO continue to support VDOT's targets as outlined in the resolution included in the meeting agenda packet. A motion was made by Jimmy Adkins to approve the Performance Measures (PM1) Resolution for Virginia and was seconded by Blake Ailor. The motion carried unanimously.
- D. FY17-21 TIP Amendment # 13. Presented by Lesley Phillips. The City of Kingsport has applied for a Transportation Alternatives (TAP) Grant for construction of the Greenbelt West End Extension (Rotherwood Drive to Lewis Lane). If received, this grant will cover 80% of the cost for the construction phase only. This TIP Amendment will add the Greenbelt West End Extension project to the TIP and will use STBG funds to cover 80% of the preliminary engineering (environmental and design) and right-of-way phases. Currently, the construction phase is listed as 100% local funds. If the TAP grant is received, a TIP adjustment will be completed to change the funding type. A motion was made by Chase Milner to approve TIP Amendment # 13 and was seconded by Ambre Torbett. The motion carried unanimously.
- E. State Route 357 North Study. Presented by Bill Albright. Sullivan County wants to request that TDOT complete a study on the development of State Route 357/Airport Parkway "North" from Interstate 81 to State Route 126/Memorial Boulevard. TDOT studied this project several years ago but it was set aside for possible future consideration. Sullivan County is asking for MTPO support for this request. A Resolution of Support and additional information were included in the agenda packet. A motion was made by Ronda Sawyer to approve the resolution of support for the State Route 357 North Study and was seconded by Ambre Torbett. All present voting "aye" except Joshua Russell "abstained".
- F. Upcoming Items: Bi-State Planning Agreement, UPWP, TIP. Presented by Bill Albright/Lesley Phillips. An updated Bi-State Planning Agreement is currently in the review process. Also, over the next several months we will be developing a new Unified Planning Work Program (UPWP) for fiscal years 2020 and 2021 and a new Transportation Improvement Program (TIP) for fiscal years 2020 through 2023. A Call for Projects will be issued within the next couple of weeks for potential projects to be included in the new TIP. No Board action required.

V. STAFF REPORTS:

Staff provided updates on projects.

VI. PUBLIC HEARING: Mike McIntire invited those attending to make comments or ask questions about any and all agenda items, transportation planning issues, activities, and/or projects that pertain to the Kingsport Area Metropolitan Transportation Planning Organization. Angie Stanley asked if the SR357 study will come before the County Commission. Ambre Torbett said if any funding from the county is tied to it, it will definitely come before the County Commission.

VII. ADJOURNMENT: There being no other business a motion was made by Jimmy Adkins to adjourn the meeting and was seconded by Chase Milner. The motion carried unanimously.

Agenda Item #4 - UPWP Virginia FY20 - Resolution and Budget

**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
APPROVING THE VIRGINIA FY20 ELEMENT OF THE FY20-21 UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area in Tennessee and Virginia and is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process; and

WHEREAS, the U.S Department of Transportation Planning Regulations require preparation and local endorsement of a work program, formally called the Unified Planning Work Program (UPWP); and

WHEREAS, the 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 2020 and 2021; and

WHEREAS, the FY 2020-2021 UPWP includes a FY20 element that describes transportation planning activities pertaining to, and within, the Virginia portion of the Kingsport MTPO area, and which are supported by various funding sources and amounts, as detailed in the attached UPWP budget.

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

The Executive Board of the Kingsport MTPO hereby approves and endorses the Virginia FY20 element of the FY20-21 Unified Planning Work Program subject to changes and edits that will be made for the Tennessee version.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

THE FULL DOCUMENT (UPWP VIRGINIA VERSION) IS ATTACHED AT THE END OF THE AGENDA PACKET

FUNDING CHART – Fiscal Year 2020

TABLE 1

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FY 20 FUNDING SOURCE BY TASK

TASKS BY FUNDING SOURCE	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION						TOTAL		
	TENNESSEE				VIRGINIA							CPG TN and SECTION 5303 VA					TDOT - Section 5303			
	TDOT		City of Kingsport		VDOT		City of Kingsport		LENOWISCO			TN - Fed CPG		Fed-VA		TDOT			VDOT	
	Fed-SPR	TDOT	Fed-CPG	LOCAL	Fed-SPR	VDOT	Fed-PL	LOCAL	Fed-PL	LNWSC	VDOT*			TDOT	VDOT	LOCAL**	Fed-TN	TDOT		
A. Program Administration	\$10,544	\$2,636	\$81,600	\$20,400			\$4,050	\$506	\$16,000	\$2,000	\$2,506	\$0	\$1,600	\$0	\$200	\$200				\$142,243
B. Data Collection, Maintenance and Analysis	\$12,617	\$3,155	\$24,000	\$6,000			\$0	\$0	\$12,000	\$1,500	\$1,500	\$0		\$0		\$0				\$60,772
C. Air Quality and Congestion Mitigation			\$40,000	\$10,000			\$0	\$0	\$5,200	\$650	\$650									\$56,500
D. Transportation Improvement Program			\$40,000	\$10,000	\$25,000	\$6,250			\$4,000	\$500	\$500									\$86,250
E. Multimodal Planning									\$4,200	\$525	\$525	\$48,000	\$1,988	\$6,000	\$249	\$6,249				\$67,736
F. Long-Range Transportation Planning	\$28,209	\$7,052	\$60,000	\$15,000					\$4,600	\$575	\$575									\$116,011
TOTAL	\$51,370	\$12,843	\$245,600	\$61,400	\$25,000	\$6,250	\$4,050	\$506	\$46,000	\$5,750	\$6,256	\$48,000	\$3,588	\$6,000	\$449	\$6,449	\$0	\$0	\$529,511	

*Total includes Virginia State Match for Kingsport and LENOWISCO Combined

**Total Includes Local Match for TN and VA Combined

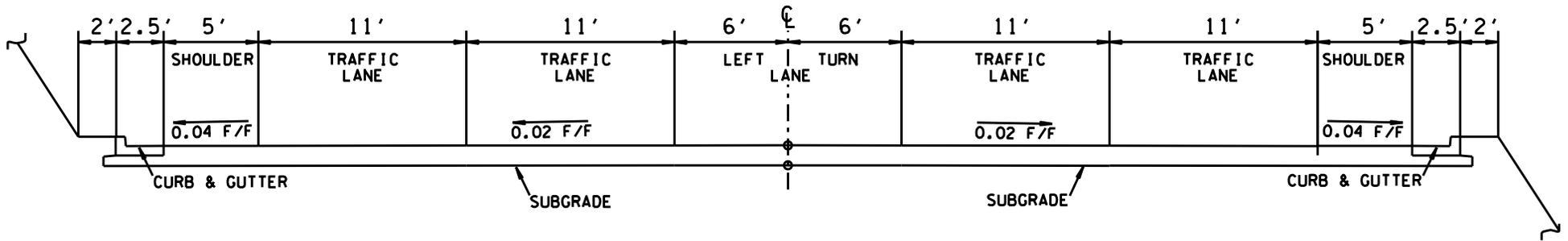
Contributor by Funding Source

Federal	\$51,370		\$245,600		\$25,000		\$4,050		\$46,000			\$48,000	\$3,588				\$0			\$423,608
TDOT		\$12,843												\$6,000				\$0		\$18,843
VDOT						\$6,250					\$6,256				\$449					\$12,955
LENOWISCO									\$5,750											\$5,750
Kingsport MTPO				\$61,400				\$506								\$6,449				\$68,355
TOTAL	\$51,370	\$12,843	\$245,600	\$61,400	\$25,000	\$6,250	\$4,050	\$506	\$46,000	\$5,750	\$6,256	\$48,000	\$3,588	\$6,000	\$449	\$6,449	\$0	\$0	\$529,511	

Agenda Item #5 - SR-36 Cross Section Options

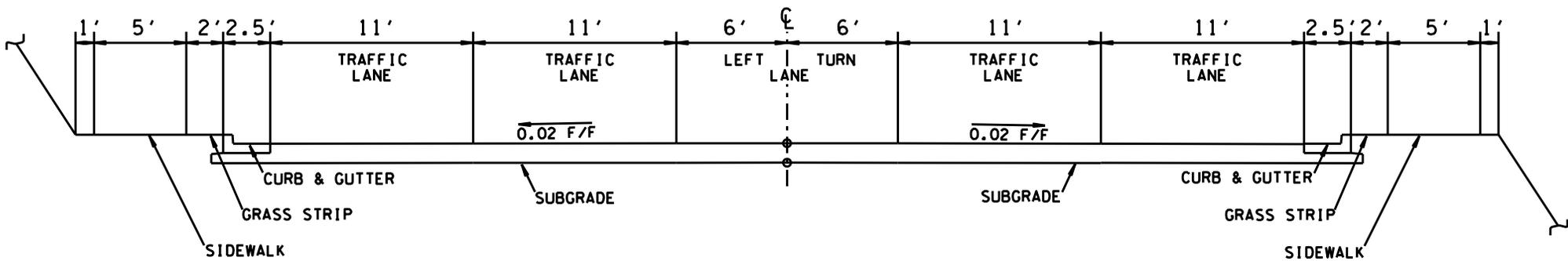
CURRENT TYPICAL SECTION

SHOULDER/ BIKE LANE



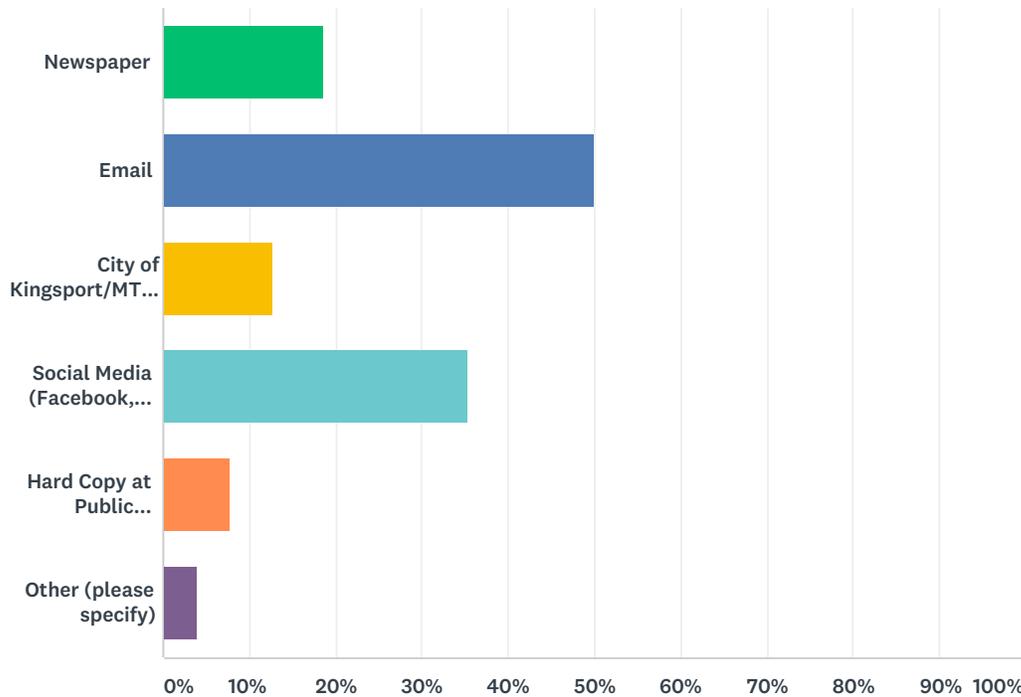
OPTIONAL TYPICAL SECTION

SIDEWALK



Q1 How do you CURRENTLY receive information regarding upcoming meetings, public hearings, open houses, etc.? Select all that apply.

Answered: 102 Skipped: 0



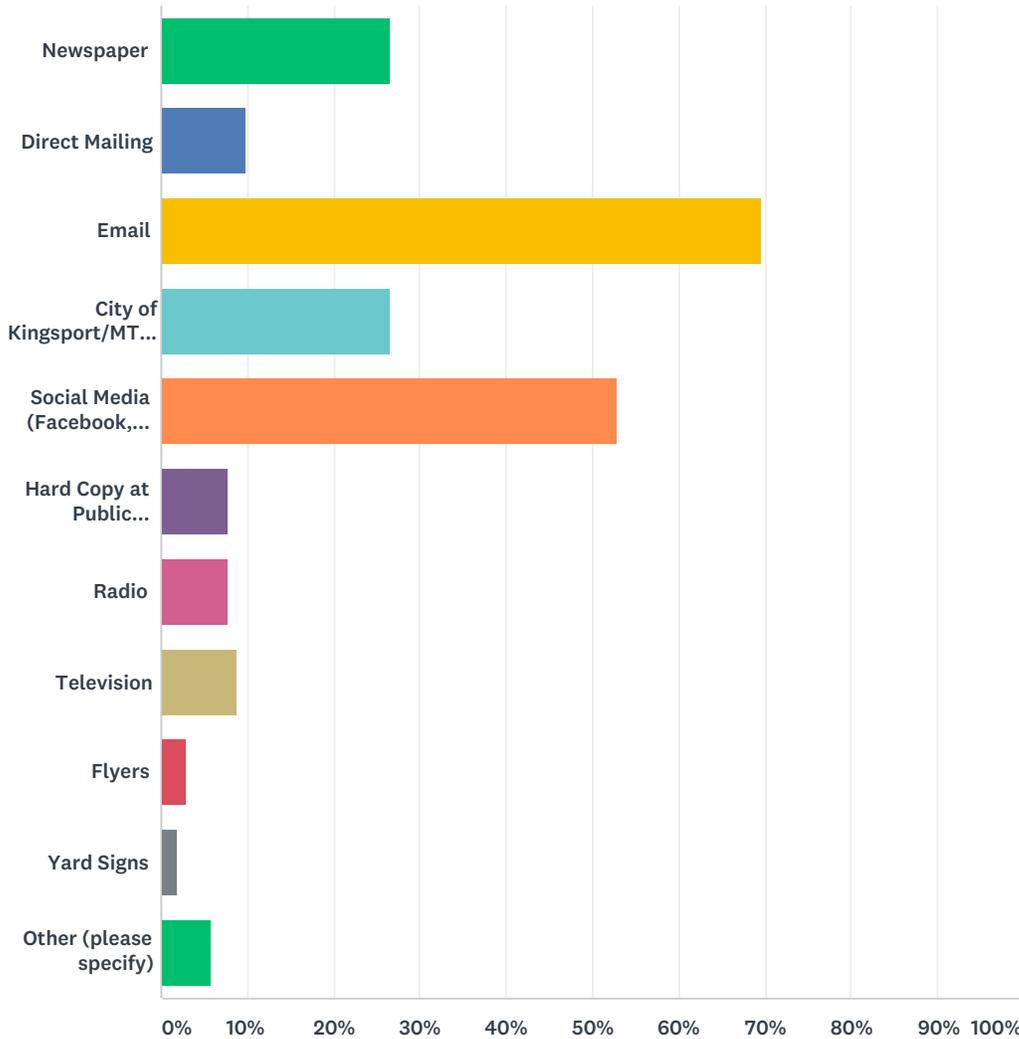
ANSWER CHOICES	RESPONSES	
Newspaper	18.63%	19
Email	50.00%	51
City of Kingsport/MTPO website	12.75%	13
Social Media (Facebook, Twitter, etc.)	35.29%	36
Hard Copy at Public Locations (MTPO office, Library, City Hall)	7.84%	8
Other (please specify)	3.92%	4
Total Respondents: 102		

"Other" Responses:

1. I don't hear much from Kingsport. I live in Colonial Heights. (3/5/19 12:46 pm)
2. None (3/5/19 10:58 am)
3. I do not receive notices (2/21/19 10:30 pm)
4. You don't put out enough for regular people to see them! (2/20/19 12:17 pm)

Q2 How do you PREFER to receive information regarding upcoming meetings, public hearings, open houses, etc.? ~ OR ~ What do you think are the most effective methods of public outreach? Select up to three options.

Answered: 102 Skipped: 0



ANSWER CHOICES	RESPONSES	
Newspaper	26.47%	27
Direct Mailing	9.80%	10
Email	69.61%	71
City of Kingsport/MTPO website	26.47%	27
Social Media (Facebook, Twitter, etc.)	52.94%	54
Hard Copy at Public Locations (MTPO office, Library, City Hall)	7.84%	8
Radio	7.84%	8

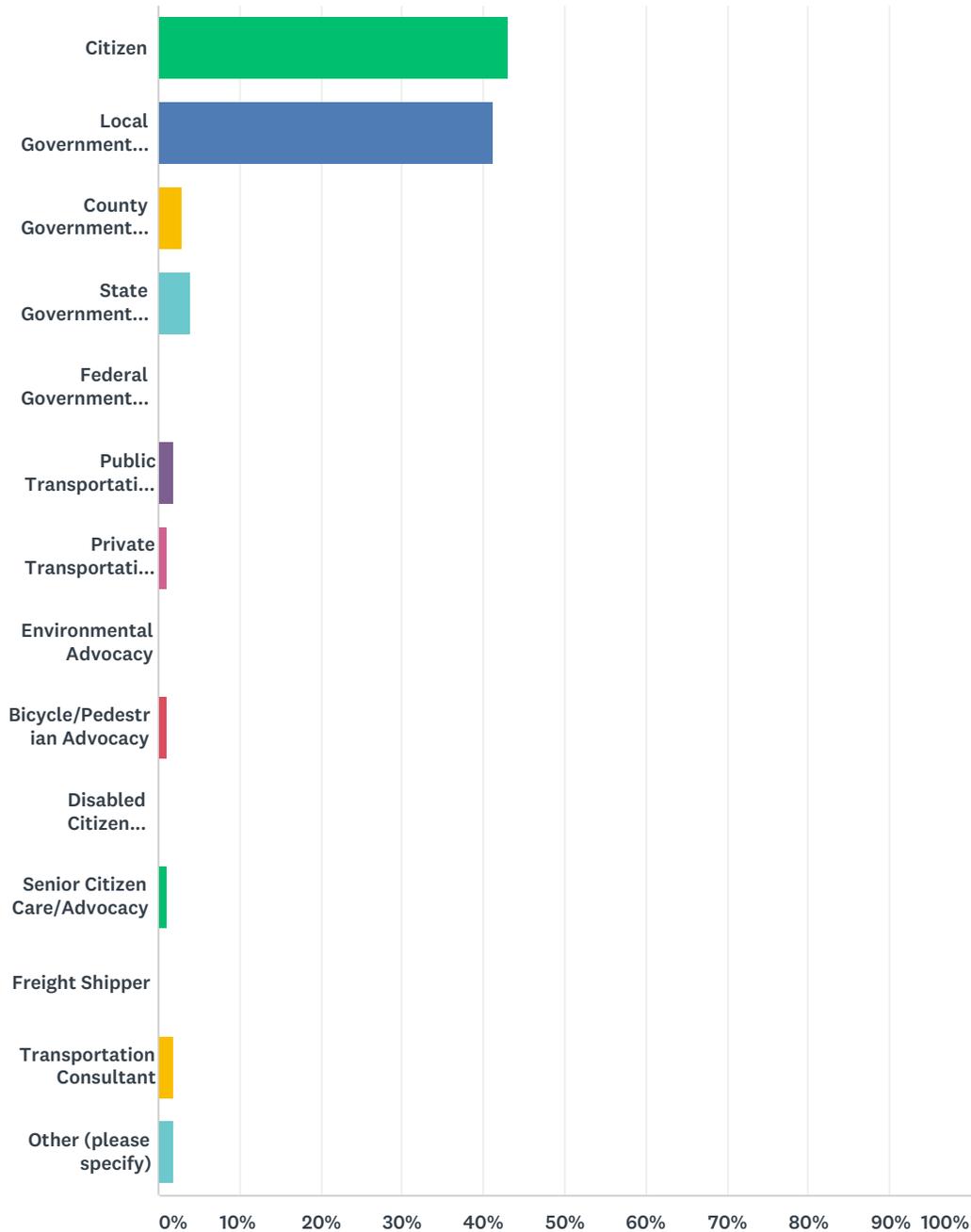
Television	8.82%	9
Flyers	2.94%	3
Yard Signs	1.96%	2
Other (please specify)	5.88%	6
Total Respondents: 102		

"Other" Responses:

1. Text (3/5/19 4:00 pm)
2. Notification on smart phone - could come from app run by the city that citizens install. (2/20/19 3:30 pm)
3. text message (2/20/19 2:34 pm)
4. I am on the board, so I prefer email. General public should view on website, social media and TV most effective. (2/20/19 1:02 pm)
5. Text alert (2/20/19 12:21 pm)
6. Flyers in areas where the average citizen will see. You did NOT do this with those committees and attendees you want to control for your benefit. (2/20/19 12:17 pm)

Q3 Which of the following categories best describes your affiliation/organization?

Answered: 102 Skipped: 0



ANSWER CHOICES	RESPONSES	
Citizen	43.14%	44
Local Government Agency	41.18%	42
County Government Agency	2.94%	3
State Government Agency	3.92%	4

Federal Government Agency	0.00%	0
Public Transportation/Transit Provider	1.96%	2
Private Transportation/Transit Provider	0.98%	1
Environmental Advocacy	0.00%	0
Bicycle/Pedestrian Advocacy	0.98%	1
Disabled Citizen Care/Advocacy	0.00%	0
Senior Citizen Care/Advocacy	0.98%	1
Freight Shipper	0.00%	0
Transportation Consultant	1.96%	2
Other (please specify)	1.96%	2
TOTAL		102

"Other" Responses:

1. City employee (2/22/19 4:00 pm)
2. Support Staff - Finance Local Govt (2/22/19 8:28 am)

Q4 If you wish to join the Kingsport MTPO Email Distribution List, please provide your email address (approximately 8 to 10 emails per year).

There were 27 new additions to the MTPO email distribution list.

Q5 Please provide any other comments/suggestions you feel will assist us with public outreach efforts.

Answered: 8 Skipped: 94

#	RESPONSES	DATE
1	Reach out to Colonial Heights annexed by the city residents. We have little input.	3/5/2019 1:46 PM
2	Add a side walk on Tranbarger Dr	3/5/2019 1:42 PM
3	The reverse 911 is supposed to be used to reach citizens when an emergency occurs. It was not used during the last BAE explosion. Moreover, 911 operators were clueless. The City's communications were a total fail.	3/5/2019 1:26 PM
4	More topics as pertaining to the younger up and coming generation. Don't know what some of those topics would be. But maybe reach out to them. You know, more like the 16 to 25 year old age group.	2/20/2019 2:57 PM
5	please share summary of survey at our next MPO mtg. thanks	2/20/2019 2:02 PM
6	Please remember to reach out to everyone. This city, it's representatives and its decisions are extremely short sighted. Handpicked, preferred, and controlled come to mind. I do not say this randomly. I've expressed this many times. I've opted to move to a better city soon, rather than to continue to fit in where I'm not considered relevant.	2/20/2019 1:17 PM
7	thanks	2/20/2019 1:10 PM
8	Great Survey! Thanks for asking for input.	2/20/2019 10:53 AM



I-55/75/26 Corridor Study Public Meeting Invitation

The Tennessee Department of Transportation (TDOT) has initiated a study to investigate a range of multimodal solutions along the interstate corridors of **55, 75, and 26**. This 18-month study will emphasize congestion management, improving safety, maximizing the potential for freight diversion, and preserving/enhancing each corridor's economic benefits. As a stakeholder in the study, you are invited to these public meetings to provide input on the transportation needs and areas of concern for your corridor. Public meetings held throughout the duration of the study will discuss the study's progress using a presentation. A comment form will be provided for your convenience at the meeting.

For more information on how to submit a comment form via mail, fax, or on-line visit:

<https://www.tn.gov/tdot/government/g/planning-studies/i-55-75-26-multimodal-corridor-study.html>.

You may also provide feedback via on-line survey by visiting this link:

<https://www.surveymonkey.com/r/QZHRQJ7>.

You are invited to attend the public meeting below:

- Johnson City (I-26) on Thursday, May 09, 2019 from 5:30pm to 7:00pm
- Location: Memorial Park Community Center, 510 Bert Street, Johnson City, TN 37601



CORRIDOR STUDY

PROJECT UPDATES

KINGSPORT/SULLIVAN COUNTY

- Greenbelt – West End
- Greenbelt – East End
- Stone Drive Sidewalk – Phase I
- Stone Drive Sidewalk – Phase II
- KATS Transit Center
- Main Street Rebuild
- Island Road Rebuild
- Cross-Town Connector (Sevier Ave)*
- SR 126 – Phase I
- SR 126 – Phase II
- SR 93 Improvements – 3 sections
- SR 36 (SR 75 to I-81)
- Rock Springs Road Rebuild
- Fort Robinson Bridge over Dry Creek
- Sullivan Street – Phase III (Roller Street to Lynn Garden Drive)*

VIRGINIA

- Weber City US 23 Bridge over North Fork
- Kane St/Jones St/SR 71 – Corridor Improvements
- US 23 Access Management (Weber City, Gate City)*

HAWKINS COUNTY

- Englewood Signal
- Belmont/11W Median
- Press Road Resurfacing
- Independence Avenue – Safety Audit
- Hammond Avenue – Safety Improvements

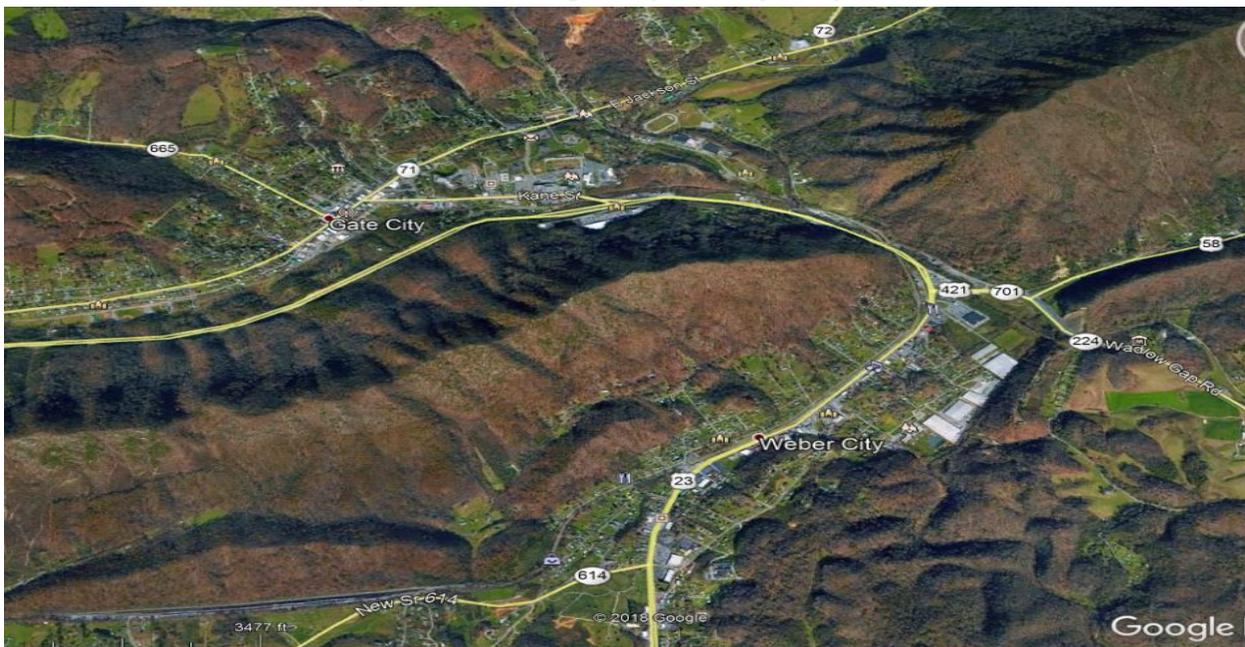
RECENTLY COMPLETED

- Lynn Garden Drive Signal System
- SR 126/Island Road Signal
- I-81 N Truck Climbing Lane
- Wilcox Drive to Meadowview Parkway

* Planned projects

Kingsport Metropolitan Transportation Planning Organization Fiscal Years 2020 and 2021 Unified Planning Work Program (Virginia Version – May 9, 2019)

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104f(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared in cooperation with the United States Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Tennessee Department of Transportation and the Virginia Department of Transportation



The Kingsport Metropolitan Transportation Planning Organization ensures compliance with Title VI of the Civil Rights Act of 1964: 49 CFR, part 26: related statutes and regulations to the end that 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 assistance from the U.S. Department of Transportation on the grounds of race, color, sex, or national origin

Kingsport Metropolitan Transportation Planning Organization
201 West Market Street, Kingsport, TN. 37660
(423) 224-2677 or (423) 229-9400 or www.mtpo.kingsporttn.gov

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RESOLUTION

**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
APPROVING THE VIRGINIA FY20 ELEMENT OF THE FY20-21 UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area in Tennessee and Virginia and is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process; and

WHEREAS, the U.S Department of Transportation Planning Regulations require preparation and local endorsement of a work program, formally called the Unified Planning Work Program (UPWP); and

WHEREAS, the 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 2020 and 2021; and

WHEREAS, the FY 2020-2021 UPWP includes a FY20 element that describes transportation planning activities pertaining to, and within, the Virginia portion of the Kingsport MTPO area, and which are supported by various funding sources and amounts, as detailed in the attached UPWP budget.

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

The Executive Board of the Kingsport MTPO hereby approves and endorses the Virginia FY20 element of the FY20-21 Unified Planning Work Program subject to changes and edits that will be made for the Tennessee version.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

LIST OF ABBREVIATIONS

2040 (Long-Range) Plan	Kingsport Urban Area 2040 Transportation Plan
2045 (Long-Range) Plan	Kingsport MTPO Area 2045 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
CPG	Consolidated Planning Grant
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

LIST OF ABBREVIATIONS (cont.)

PBPP.....Performance-Based Planning and Program
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
SPRState 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
TRANSCADTRANSCAD Traffic Modeling Software
TRIMSTennessee Roadway Information Management System
TSM Transportation System Management
TTAPTennessee 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
VDRPTVirginia Department of Rail and Public Transportation
VMTVehicle 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 2020 and 2021. 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. THIS INCLUDES SUPPORTING THE LIST OF PLANNING FACTORS, PLANNING EMPHASIS AREAS, AND FEDERAL INITIATIVES THAT CURRENTLY EXIST, AND WHICH ARE DESCRIBED LATER IN THIS DOCUMENT. The UPWP will continue to incorporate provisions carried over from MAP-21 (Moving Ahead in the 21st Century) and the 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 Planning, 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 while applying the 3-C approach 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:

- Long-range statewide transportation plans
- Statewide transportation improvement programs
- State planning and research programs
- Statewide public involvement plans
- Statewide freight plan
- Air quality transportation conformity determinations
- Strategic highway safety plans
- Regional intelligent transportation system (ITS) architecture
- Coordinated public transit-human services transportation plans
- TDOT Multi-Modal Coordination Planning effort (TransSystems, Inc.)
- Highway functional classification system maintenance
- Asset management plans
- Title VI programs for FTA designated recipients
- Americans with Disabilities Act (ADA) transition plans
- Discretionary Federal regional planning grants
- 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. Pertaining to regional priorities, more specific tasks and resulting products will continue to center around safety - reducing accident numbers and rates, economic development - opening up land and areas for industrial and commercial growth, moving traffic along major arterials in a more efficient and effective way, and providing multimodal opportunities for travel throughout he Tri-Cities region.

Major Accomplishments for Fiscal Year 2019

The primary focus for Fiscal Year 2019 was to assist various member jurisdictions with the planning process in advancing projects that are in the current Kingsport Area Transportation Improvement Program (TIP). TIP projects typically are generated from the long-range plan and may also be the subject of further research and study through various planning documents, including corridor studies, safety audits, state research and plans (Transportation Investment Reports), grant applications, and various other planning-based reports.

The current (Year 2040) Long-Range Plan was completed in the summer of 2017 and, therefore, a new Plan is not due until June of 2022. However, the LRTP serves as a continuous guide for project prioritization, selection, and development, and is referred to almost every day on a continuous 5-year basis. In addition, the Work Program is built, in part, around activities and tasks that link back to the long-range plan and provides the background research and planning tasks that result in carrying forth goals and objectives of the Plan. FY 2018 accomplishments included following the LRTP by supporting and carrying out work tasks.

One of the primary tasks for Fiscal Year 2019 was to continue working with the current Transportation Improvement Program (TIP) by periodically monitoring the status of projects and making adjustments and /or amendments when and where needed. It is important to response to the needs for TIP projects by making these changes, providing adjustments in funding levels and funding sources, changes to project phases, changes to project scope, and altering schedules of development. Adjustments and amendments are also submitted to TDOT and VDOT, FHWA, and FTA for their review and continuous dialogue on TIP projects, which is an important task that is identified in the TIP. In 2019 the MPO continued to carry out these activities. 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, 2019 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.

Some of the specific research and planning activities for the year include a study of the Moreland Drive Corridor, a study of the I-81 / I-26 interchange areas (scenario planning), a preliminary study of the Airport Parkway North proposal, and a study of park and ride options (and origin-destination study) in the metro Kingsport area. These were completed in-house. However, at time studies are farmed out to consultants. Although funding for these studies are reserve in the MPO annual budget (if necessary) for FY '19 there were no contractual-based studies completed. In addition, occasionally TDOT and VDOT will be asked to participate in the crafting of various studies. Other 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 2019 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 2020 and Fiscal Year 2021:

During fiscal years '20 and '21 the MPO will continue to focus on researching and identifying transportation needs in the metropolitan area, with an emphasis on the process to determine solutions to these needs and/or problem areas. This might include safety issues, such as high crash rate areas, congestion issues where level of service is a significant problem, multi-modal needs serving all facets of the population, accessibility issues where travel time problems exist, and economic growth where transportation facilities can provide benefits. In addition, the MPO will continue to develop new plans and/or studies during Fiscal Years 2020 and 2021 that center around the 5 objectives previously mentioned in the accomplishment for FY 19. During FY 20 and 21 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 have in the most recent federal legislation (the "FAST Act") will be on future MTPO operations and products.

One of the most important work items that the MPO will spend a considerable amount of time and effort on is the new Transportation Improvement Program (TIP), which will cover 4 years from 2020 to 2023. The new TTIP will be organized slightly different, where project categories will be more distinct and will include Tennessee highway projects, greenway and/or TAP grant project, multi-modal (sidewalk) projects, Tennessee public transit projects, strictly TDOT funded projects (no local funds), and locally funded (regionally significant) projects. Most of these categories, with the exception of locally funded, will also be found in the "Virginia" section.

With the Long-Range Plan in place for over a year and the new 20-23 TIP approved, are during FY 20 and 21 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.

Public transit and multi-modal programs and projects will be an emphasis area as well. 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 20 and 21 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).

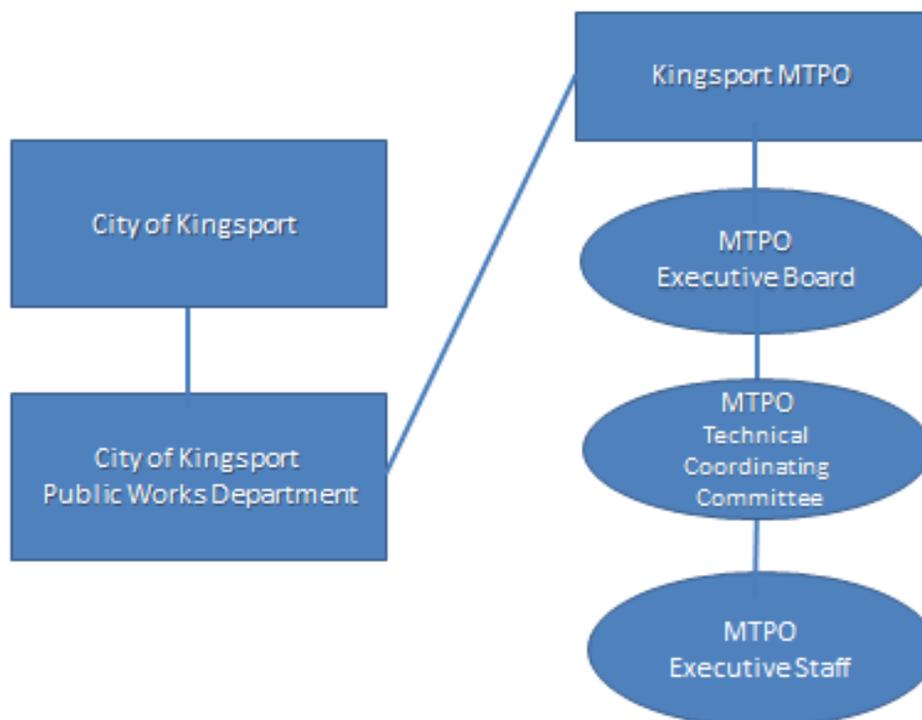
In addition, during Fiscal Year 2020 the MTPO staff will concentrate more on project planning for subareas and corridors linked to the long-range plan. In essence, planning activities will focus on by-products of the current long-range plan that relate to project specific development and sectors within the MTPO metropolitan planning areas. Fiscal Year 2020 and 2021 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 2020 and 2021 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 2020 and 2021 UPWP activities an emphasis on these 5 themes will continue. During Fiscal Year 2020 MTPO staff will continue to pay close attention to the FAST-Act that will has changed 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 initial part of FY’s 20 the goal will be to have all targets approved and in place and local MPO efforts directed towards meeting these targets. This will be accomplished in coordination with, and assistance from, TDOT, VDOT, FHWA, and FTA. It is anticipated that MPO staff will continue to take advantage of training opportunities on performance management and measurements to gain knowledge on the PM 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

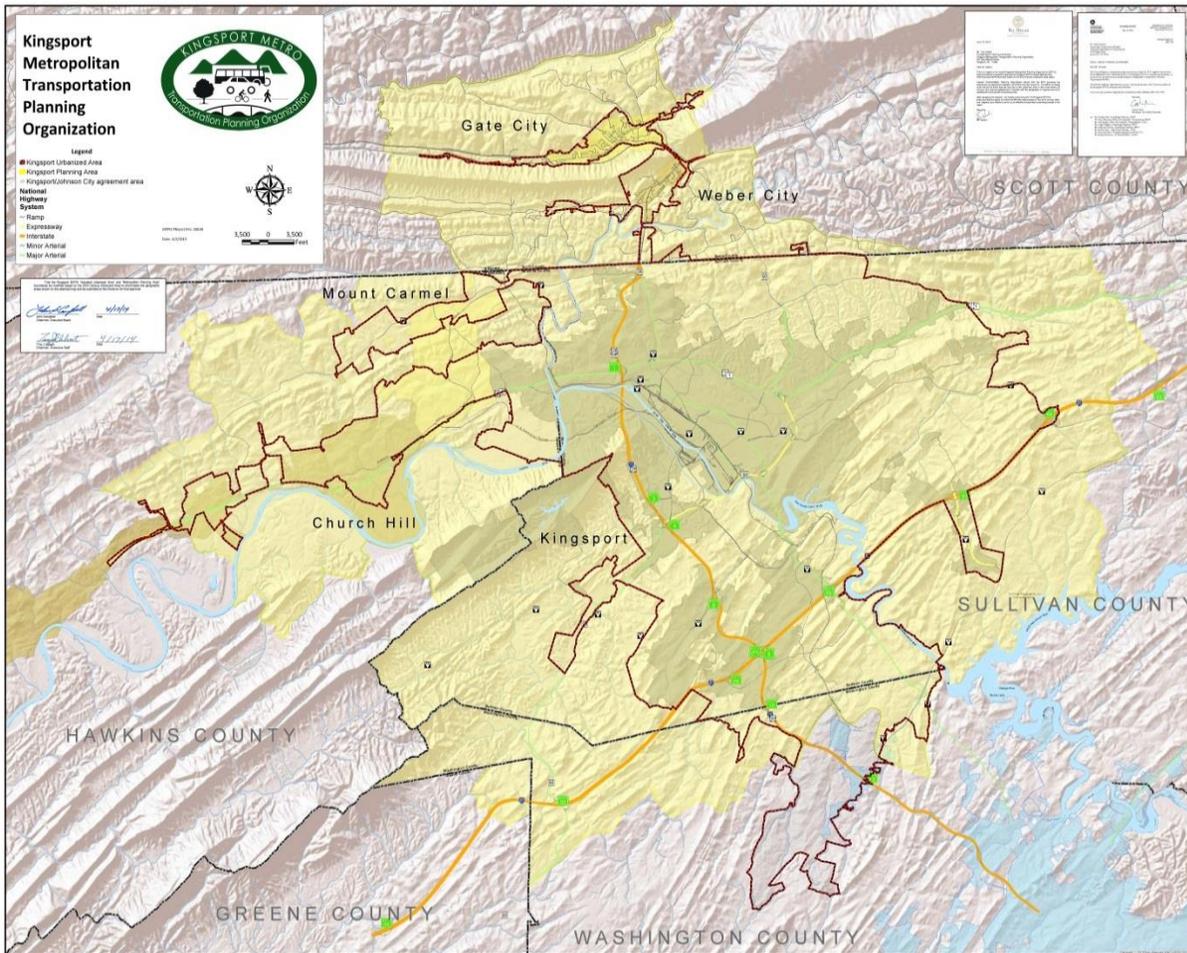


Metropolitan Planning Area (and map)

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.



Kingsport MTPO Metropolitan Planning Area

Adjustments to Urban and Planning Area Boundaries and Functional Classifications

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. The

Kingsport Tn/Va “urbanized area” has a population of approximately 109,000, while the Planning Area (map) has a population of approximately 125,000. The upcoming 2020 census will likely consist of several changes to the urbanized area boundary. However, the planning area boundary will likely have very few changes, as it is based primarily on the growth of peripheral areas which, for metro-Kingsport, has slowed down in terms of population and commercial area growth. For Fiscal Years 2020 and 2021 UPWP the MPO will continue to will operate under the geographic parameters as set forth several years ago, in these adjustments approved by MTPO member agencies. In addition, the agreement that Kingsport and Johnson City MTPOs developed 7 years ago concerning an overlapping area in northern Washington County that is a part of the Kingsport Urbanized Area will continue. 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 Years 20 and 21 Staff will continue to review and make 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. Matching funds are provided by the State DOTs 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. Note in Tennessee PL and Section 5303 are now combined under one contract or “Consolidated Planning Grant”. 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 (that are within the

contractual limits of both time and amount). For Tennessee “Consolidated Planning Grant” funds it should be noted any unspent funds remaining at the time of contract expiration date will be returned to TDOT for possible reallocation. Table 3 (page 59) indicates the amount of carry-over funds scheduled for use in the Fiscal Year 20 and 21 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 improvement 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.

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 accompanying regulations, is a mechanism for transportation planning agencies, such as MTPOs, to gauge success in carrying out their duties, responsibilities, and products. MTPOs across the country, including Kingsport, are 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 the Kingsport MTPOs future work activities and, per TDOT and Federal guidelines, will be established as part of all products, including the UPWP, the TIP, and the Long-Range Plan. Most importantly, in the planning process strategic direction is based upon a vision for the future, as articulated by the public and stakeholders. 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

UPWP Adoption Process

The process of developing the FY 2020 and 2021 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 discussions 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. For the Kingsport MTPO, FY '20 will include development of a new TIP. Work on a new LRTP will begin in early FY '21.

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 as well as the TIP 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 2019 the MTPO plans to conduct a comprehensive review of the existing Kingsport Public Participation Plan, with expected final publication expected in early summer. 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 programs, 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 inclusion of MTPO's civil rights activities in the development of annual programs, projects, and planning products. 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, Federal Initiatives, and Planning Emphasis Areas

MAP-21 and the FAST Act specify 10 (ten) Planning Factors that should be incorporated into the MPO Work Program and annual activities. In addition, the USDOT adds to this list several Federal Initiatives that should be considered in developing transportation plans and studies. There are also 3 Planning Emphasis Areas (PEAs) that the federal government is promoting as well. All of these are described in detail below.

FAST Act Planning Factors

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

Planning Activities:

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

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

Planning Activities:

- Transportation safety planning
- Monitor performance measurement safety targets

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

Planning Activities:

- Improve safety and security for all transportation users
- Develop transportation elements to regional security plans, such as the Regional Incident Management Plan, Hazardous Materials Plan, and Regional Metropolitan Medical Response Plan.

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

Planning Activities:

- Access management and corridor management
- Americans with Disabilities Act (ADA) accessibility
- Congestion management, travel time reliability, and system performance
- Active transportation and transportation alternatives
- 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:

- Livability
- Sustainability
- Title VI and environmental justice
- Planning and environmental linkages (PEL)
- Air quality and public health
- 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:

- Active transportation and transportation alternatives
- multi-modal planning that researches connectivity between modes of travel
- Multimodal and intermodal freight planning and performance

7. Promote efficient system management and operation.

Planning Activities:

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

8. Emphasize preservation of the existing transportation system.

Planning Activities:

- Asset management
- Pavement and bridge performance

9. System Resiliency and Reliability

Planning Activities:

- Improve the resiliency and reliability of the transportation system
- Ensure transportation system is maintained in good condition
- Develop investment strategies to ensure maintenance activities are adequately funded
- Develop a system to track the condition of the regional transportation system.

10. Enhance travel and tourism

Planning Activities:

- 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 2020 and 2021 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 Initiatives for the upcoming 2020 and 2021 fiscal years is 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 2020-2021 UPWP activities the Kingsport MTPO will continue 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.

With assistance from TDOT and VDOT, final transportation performance measures and targets, have been developed by the MPO for both Tennessee and Virginia, as outlined by the Federal Highway Administration, and detailed in.



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 (a part of TIP process)
- 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 Kingsport LRTP includes a section on travel demand management and recommends several ITS-based projects. During FY 2020 and 2021 the MTPO will pursue funding for much-needed 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 could be impacted by proposed projects.

Project Development

The current (2040) Long-Range Plan was completed and adopted in June of 2017. Since that time more emphasis has been given on project-specific planning efforts, i.e. site-specific problems, and more emphasis on programs, i.e. transit, bikeway, safety, air quality. In the interim in 2020 efforts will continue on data collection for future adjustments and/or amendments to the LRTP. The Kingsport MPO anticipates new (much-needed) census data in 2021 that will lead to a major update to the database used in travel demand modeling for the LRTP and project priorities. A new "Fiscal Years 2020 through 2023 Transportation Improvement Program" (TIP) will be developed and adopted during Fiscal Year 2020 providing up-to-date information on projects currently in the development stage. Until a new one is completed, the MPO will continue to make amendments and/or adjustments to the current TIP.

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 2020 and Fiscal Year 2021, and subsequent recommendations for improvements, will include a consideration for (in all tasks) how these impact 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 (Sustainability) – 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 some 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 debated problem nationally as well as world-wide. Climate change can create long-term above average temperatures world-wide that may contribute 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 more emphasized initiatives 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 2020 and 2021 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. As part of UPWP activities, during FY 2020 the MPO

will conduct research on potential transportation programs and project that support economic growth, while also contributing towards a safe and effective system of roadways.

Emphasis on Safety and Security

As an addition to the Fiscal Years 2020-2021 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 2020 and Fiscal Year 2021. 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. The MPO will also continue to participate in the performance measurement target setting process for safety and/or crash rates and subsequent efforts to meet these targets.

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. When needed, the MPO will also participate in the County Emergency Response committee meetings to help coordinate efforts linked to transportation system issues.

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 of urban areas, including the Kingsport MTPO area. The Fiscal Year 2020-21 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, i.e. hospitals, clinics, doctors offices, 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, developed and funded 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 that encourage exercise and healthy lifestyles.

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 20 and Fiscal Year 21

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 2020 and 2021 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 to and 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. In 2018 The MPO completed a study of a park and ride program for the Kingsport area which suggested a substantial cost saving to area commuters. 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. These methods could be used 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 Implementation – Performance Measurements and Management

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. Manage financial process and products. To assure that all asks in the UPWP are carried forth in an effective manner.

Previous Work:

- A continuing work activity (following UPWP guidelines and directives)
- Coordination and management of MTPO TCC and Executive Board Meetings
- Prepared and adopted Fiscal Year 2020 / Fiscal Year 2021 UPWP
- Oversee both PL highway planning as well as Section 5303 multi-modal / transit planning 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 Reports 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 (TDOT studies), In-house 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, SR 36, and SR 93), multi-modal projects (Kingsport Greenbelt, sidewalks on SR 1, other proposed sidewalks on state route projects, bike lanes and trails according to the metro-area Bike/Ped Plan, and other non-motorized projects in Tennessee.
- Promote plans for continued improvements to SR 224 and US 23 in Virginia (efforts in Fiscal Year’s 2020 and 2021 will continue to focus on funding the recommendations in the Moccasin Gap corridor study)

TASK A (continued)

- Fiscal Year 2019 highlights included: continued to utilize the current (2040) Long-Range Transportation Plan (TN and VA) for project guidance, completed the new 2020-23 Transportation Improvement Program (TN and VA TIP), continued conducting various planning studies (includes multi-modal studies). FY 19 also had ongoing initiatives, including the application of conservative financial management in order to accrue funding for consultant fees to develop 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 current TIP.

Activities for Fiscal Year 2020 and Fiscal Year 2021

- Prepare an FY 2021 update to the Fiscal Years 2020-2021 Unified Planning Work Program and Budget
- Complete 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 and coordinate on mutual Issues (projects that cross MPO and RPO boundaries)
- 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 (DBE) participation in MTPO professional services
- Ongoing application of the updated 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, TDOT Webinars

TASK A (continued)

- Continue administrative oversight related to Multi-Modal Planning Activities, the Long-Range Plan, TIP, other plans and studies, i.e. Transportation Investment Reports, and other transportation planning products, with particular focus on advancement of projects found in the new TIP and MTPO-Area 2040 Plan (LRTP).
- 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 2020, 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 (PM) and Measurements initiative, MAP-21 (and now FAST-Act), requires the establishment and maintenance of State and Metropolitan-wide level transportation “performance targets”. During Fiscal Years 2020 and 2021 the MTPO will continue to follow the PM program and maintain compliance to the regulation and directives, as set forth by FHWA, FTA, 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 2020 and 2021 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 a coordinated transportation and land use 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)

- MPO Staff, with assistance from TDOT, will develop a Transportation Investment Report (TIR) on the proposed SR 357 North project, including alternate routes, minimal cross-sections, right of way impact, environmental impact (general), termini, travel demand modeling, and cost estimates
- MPO Staff, with assistance from TDOT and City of Kingsport Planning Staff, will complete a study of the Interstate 81 / Interstate 26 area that includes scenario plans for adjacent development (commercial, industrial, and residential). This study will help determine what future roadway improvements around the interchange will be need
- As part of the administrative task, MPO will continue to focus on regional planning priorities and work with other MPOs and RPOs to accomplish regional goals, including developing priorities that address critical transportation needs within the Tri-Cities area, i.e. I-81 / I-26 interchange and IMPROVE Act projects
- The budget for administrative expenses include funding for equipment, machinery, computers and computer software. MPO staff expects to purchase at least one new computer during the year, upgrade TRANSCAD travel demand software, and (tentatively) purchase a plotter to develop maps and aerials for public hearings and viewing.

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
Develop study (TIR) of SR 357 North	Ongoing through FY 2019
Develop study of I-81/ I-26 Interchange	Ongoing through FY 2019
Develop study of transportation investments that support area economic development	Ongoing through FY 2019

TASK A (Continued)

Funding Sources (TASK A)

Fiscal Year 2020

Task A. Admin.	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO / CoKpt							
Federal	\$81,600	\$4,050				\$1,600	\$87,250
State		\$506				\$200	\$706
Local	\$20,400	\$506				\$200	\$21,106
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	\$102,000	\$25,062	\$13,180	\$0	\$0	\$2,000	\$142,242

Fiscal Year 2021

Task A. Admin.	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$81,600	\$4,160				\$1,600	\$87,360
State		\$520				\$200	\$720
Local	\$20,400	\$520				\$200	\$21,120
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	\$102,000	\$25,200	\$13,338	\$0	\$0	\$2,000	\$142,538

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. To collect and utilize census data (2020) that contributes to the travel demand modeling process found in the Long-Range Transportation Plan. To 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 (MPO)
- Accident data from TN Department of Safety coded and filed (TDOT)
- High hazard accident data furnished for safety studies as needed (TDOT)
- Developed GIS (Geographic Information System) traffic count maps to visualize transportation data (MPO)
- 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; i.e. retail areas along West and East Stone Drive
- Updated population, employment, and other demographic data collected for use in various planning products, i.e. I-81 and I-26 studies
- Updated Tennessee Department of Transportation TRIMS and TITAN data (TDOT)
- Utilize TRIMS data for various traffic and transportation research, i.e. evaluation of TIP projects for purpose and need criteria

Activities for Fiscal Year 2020 and Fiscal Year 2021

- 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 (KATS Staff)
- Conduct research, when needed, using the TRIMS (Tennessee Roadway Information Management System) database
- Collect, analyze, maintain and update socio-economic, land use, and travel pattern data from a variety of sources for traffic-generation needs
- Update and maintain transit ridership data to improve service
- 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 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 latter poritn of year 0221
Begin collection and organization of 2020 census data for LRTP	Begin latter part of year 2021 (as census data comes in)

Funding Sources (TASK B)

Fiscal Year 2020

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		\$12,000					\$12,000
State		\$1,500					\$1,500
Local		\$1,500					\$1,500
VDOT							
Federal							\$0
State							\$0
TOTAL	\$30,000	\$15,000	\$15,772	\$0	\$0	\$0	\$60,772

TASK B (continued)

Fiscal Year 2021

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		\$12,000					\$12,000
State		\$1,500					\$1,500
Local		\$1,500					\$1,500
VDOT							
Federal							\$0
State							\$0
TOTAL	\$30,000	\$15,000	\$16,009	\$0	\$0	\$0	\$61,009

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. Communicate and coordinate with various air quality agencies, including EPA, TDEC, and TDOT, to maintain compliance with rules and regulations and initiatives on air quality, particularly those dealing with mobile-source emissions.

Previous Work

- 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 of .70 (through 2016).
- Continue to monitor the air quality measurements in the Kingsport area (there are two stations in western Sullivan County) to assure compliance with the current EPA standards for PM2.5 and ozone levels in the area, including those based on non-motorized sources (industrial pollutants)
- 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 (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
- 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 VMT and 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, including new Lynn Garden Drive system), and also updated new Signal Coordination Software (recently purchased, installed, and operating).

Activities for Fiscal Year 2020 and Fiscal Year 2021

- Include consideration for area's current attainment/non-attainment status in development of Long-Range Plan and new 2020-23 TIP. This will include comparing results of LRTPs alternative network for reduction in VMT, Level of service, and travel time in existing as well as amended projects in the TIP
- 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
- 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. LRTP 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 and other major arterials
- 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

TASK C (Continued)

- 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 competed 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.
- 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)

End Products and Work Schedule

Products	Work Schedule
Interagency Consultation Process - participation	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
Support and promote TIP-based projects that enhanced the reduction of mobile-source emissions	Throughout

TASK C (Continued)

Funding Sources (TASK C)

Fiscal Year 2020

Task C. AQCM	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$40,000	\$0					\$40,000
State		\$0					\$0
Local	\$10,000	\$0					\$10,000
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$5,200					\$5,200
State		\$650					\$650
Local		\$650					\$650
VDOT							
Federal							\$0
State							\$0
TOTAL	\$50,000	\$6,500	\$0	\$0	\$0	\$0	\$56,500

Fiscal Year 2021

Task C. AQCM	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$20,000	\$0					\$20,000
State		\$0					\$0
Local	\$5,000	\$0					\$5,000
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$5,200					\$5,200
State		\$650					\$650
Local		\$650					\$650
VDOT							
Federal							\$0
State							\$0
TOTAL	\$25,000	\$6,500	\$0	\$0	\$0	\$0	\$31,500

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. Establish TIP projects that are qualified and selected through an eligibility criteria accepted by FHWA, FTA, TDOT, VDOT, and the MPO Executive Board and Staff

Previous Work:

- Completed the new Fiscal Years 2017–2021 Transportation Improvement Program
- Processed amendments and/or adjustments to the Fiscal Years 2017-2021 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, including balance of project programmed and obligated funds and balance of unobligated/unprogrammed funds
- 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 2020 and Fiscal Year 2021

- Develop and complete a new TIP for Fiscal Years 2020 through 2023. This will involve soliciting participation from the MPO member jurisdictions for potential projects, determining the eligibility and fiscal constraint on existing projects (carried over from the 17-21 TIP) as well as new projects, and establishing cost estimates timing of project phases.
- Upon request, continue to make amendments and/or adjustments to the FY 2017-2021 TIP that are based upon continued evaluation of transportation projects found in the Long-Range Transportation Plan. This includes maintaining fiscal constraint throughout the process.
- 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

TASK D (Continued)

- 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.

End Products and Work Schedule

Products	Work Schedule
Develop and complete a new / FY 2020-2023 TIP	Completed by October 2019
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 2019

Funding Sources (TASK D)

Fiscal Year 2020

Task D. TIP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$40,000						\$40,000
State							\$0
Local	\$10,000						\$10,000
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal		\$4,000					\$4,000
State		\$500					\$500
Local		\$500					\$500
VDOT							
Federal				\$25,000			\$25,000
State				\$6,250			\$6,250
TOTAL	\$50,000	\$5,000	\$0	\$31,250	\$0	\$0	\$86,250

TASK D (Continued)

Fiscal Year 2021

Task D. TIP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$30,000						\$30,000
State							\$0
Local	\$7,500						\$7,500
TDOT							
Federal							\$0
State							\$0
LENOWISCO							
Federal	\$4,000						\$4,000
State	\$500						\$500
Local	\$500						\$500
VDOT							
Federal				\$25,000			\$25,000
State				\$6,250			\$6,250
TOTAL	\$42,500	\$0	\$0	\$31,250	\$0	\$0	\$73,750

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 (local bus systems), bicycle, and pedestrian plans and program, with progression towards capital improvements and improved service 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. Urban systems that link to rural systems includes 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. Pedestrian programs, plans, and projects will continue to be a focus area, as Kingsport has numerous state and federally-funded sidewalk and trails being built or planned throughout the area. Bicycle trail and facilities are also emphasized in the planning process. 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.

Within the multi-modal focus area TDOT will continue studying several major corridors throughout the state. The purpose of a Multimodal Corridor Study is to identify short-and long-term solutions for improving problem spots along entire corridors. The results will provide a prioritized listing of potential multimodal projects that can be considered by TDOT or by local planning organizations

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 architecture development, and other specialty areas within the long-range planning process

TASK E (Continued)

Activities for Fiscal Year 20 and Fiscal Year 2021

- 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, i.e. new transfer stations, shelters, and buses, 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 also includes working closely with TDOT and VDOT Multi-Modal Bicycle and Pedestrian Coordinators to determine where appropriate facilities, services, and programs should be implemented.
- Develop and complete a new /updated Kingsport Metro-Area Bikeway and Pedestrian Plan. The current Regional Bicycle and Pedestrian Plan was adopted in 2012 and is becoming outdated. The new 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.
- 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.
- Continue to focus on reducing vehicular traffic where these alternatives can be provided, emphasizing community sustainability and an improved environment.”

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.
- During late 2019 and a portion of FY 2020 TDOT will be studying the Interstate 55/75/26 Multimodal Corridors and expected to have this completed by March, 2020. The study was budgeted for \$1.8 million with \$1,440,000 SPR funds and \$360,000 state funds. The Interstate 40/81 Multimodal Corridor Study is expected to be completed in June, 2020, and was budgeted for \$2.5 million with \$2 million SPR funds and \$500,000 state funds.
- Interstates 55, 75 & 26 and 40 & 81 have been classified in the Tennessee Long-Range Transportation Plan as routes critical to statewide mobility and regional connectivity. The Plan classified routes needing improvement, while protecting and maximizing capacity over the next decade. These studies will also investigate a range of multimodal solutions to address future travel demands, with emphases on managing congestion, improving safety, maximizing the potential for freight diversion and preserving/enhancing the corridors’ economic benefits. Both technical analysis and input from local officials and individuals are needed to provide as much data as possible (<https://www.tn.gov/tdot/projects/transportation-studies.html>). These studies will be completed in 18-months.
- 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).

TASK E (continued)

End Products and Work Schedule

Product	Work Schedule
Develop and Complete a new Bikeway and Pedestrian Master Plan for the Kingsport Metropolitan Area	Complete by September 2020
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
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

Funding Sources (TASK E)

Fiscal Year 2020

Task E. MM	TN-PL	VA-PL	TN-SPR	VA-SPR	CPGrant	VA-Sec 5303	Total
MTPO							
Federal					\$48,000	\$1,988	\$49,988
State					\$6,000	\$249	\$6,249
Local					\$6,000	\$249	\$6,249
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	\$2,485	\$67,735

TASK E (continued)

Fiscal Year 2021

Task E. MM	TN-PL	VA-PL	TN-SPR	VA-SPR	CPGrant	VA-Sec 5303	Total
MTPO							
Federal					\$48,000	\$2,240	\$50,240
State					\$6,000	\$280	\$6,280
Local					\$6,000	\$280	\$6,280
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	\$2,800	\$68,050

TASK F. LONG RANGE TRANSPORTATION PLANNING

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

Purpose: Complete and maintain a Kingsport Metropolitan-Area long-range transportation plan that encompass all modes of travel, addresses problematic areas of traffic congestion, promotes transit and non-motorized travel, supports the efficient movement of freight, supports economic development, and centers around planning for a safe transportation system for the next 20-plus years. 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. 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 travel demand 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

TASK F (Continued)

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

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.

Multi-modal and Non-Motorized planning initiatives and products – continue to concentrate on non-traditional modes of travel, including pedestrian, bicycle, and mass transit. Plans and recommendations for sidewalks, trails, and connections will be developed and the expansion and/or improvements to mass (public) transit systems will be supported. The area Bike/Ped Plan will be updated as needed.

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

TASK F (Continued)

- Begin the early steps of developing a (new) year 2045 long-range transportation plan, in the latter portion of FY 2020. The LRTP typically takes approximately 2 years to complete and is due for adoption in June of 2022.
- The 2045 plan will include new census data from the 2020 census. MPO staff will assist in collecting population, housing, auto ownership, employment/institutional, and other
- trip-generation and origin-destination data used in the travel demand model for the Kingsport area.
- Before the work on the 2045 Plan begins, the MPO will continue to follow the goals and objectives for the current 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 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).
- 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 MPO, with reference to the LRTP, will continue to assess these conditions (multi-axle traffic counts) and determine what is the best recommendation for accommodating future shifts in traffic volumes or modes, be

TASK F (continued)

it more truck traffic or more truck-to-rail piggyback service. 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).

- Through the LRTP evaluate patterns within the metropolitan planning area to determine future facilities and operations needs (primarily traffic signals and signal systems).
- 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 particularly interest are applications along Interstate 26 from US 11-W (Stone Drive) to Unicoi County.
- 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.
- The Kingsport MTPO, with reference to the current LRTP, 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 (see Task C on climate change).
- 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

TASK F (continued)

➤ 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).
- 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
Initial efforts to develop (new) 2045 Long-Range Plan	Late FY 2020
LRTP Air Quality Conformity process (if non-attainment)	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 ‘20 and ‘21

TASK F (continued)

Funding Sources (TASK F)

Fiscal Year 2020

Task F. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$60,000						\$60,000
State							\$0
Local	\$15,000						\$15,000
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	\$75,000	\$5,750	\$35,261	\$0	\$0	\$0	\$116,011

Fiscal Year 2021

Task F. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MTPO							
Federal	\$144,000						\$144,000
State							\$0
Local	\$36,000						\$36,000
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	\$180,000	\$5,750	\$35,790	\$0	\$0	\$0	\$221,540

FUNDING CHART – Fiscal Year 2020

TABLE 1

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FY 20 FUNDING SOURCE BY TASK

TASKS BY FUNDING SOURCE	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION							TOTAL
	TENNESSEE				VIRGINIA							CPG TN and SECTION 5303 VA					TDOT - Section 5303		
	TDOT		City of Kingsport		VDOT		City of Kingsport		LENOWISCO			TN - Fed CPG		Fed-VA			TDOT		
	Fed-SPR	TDOT	Fed-CPG	LOCAL	Fed-SPR	VDOT	Fed-PL	LOCAL	Fed-PL	LNWSC	VDOT*		Fed-VA	TDOT	VDOT	LOCAL**	Fed-TN	TDOT	
A. Program Administration	\$10,544	\$2,636	\$81,600	\$20,400			\$4,050	\$506	\$16,000	\$2,000	\$2,506	\$0	\$1,600	\$0	\$200	\$200			
B. Data Collection, Maintenance and Analysis	\$12,617	\$3,155	\$24,000	\$6,000			\$0	\$0	\$12,000	\$1,500	\$1,500	\$0		\$0		\$0			
C. Air Quality and Congestion Mitigation			\$40,000	\$10,000			\$0	\$0	\$5,200	\$650	\$650								
D. Transportation Improvement Program			\$40,000	\$10,000	\$25,000	\$6,250			\$4,000	\$500	\$500								
E. Multimodal Planning									\$4,200	\$525	\$525	\$48,000	\$1,988	\$6,000	\$249	\$6,249			
F. Long-Range Transportation Planning	\$28,209	\$7,052	\$60,000	\$15,000					\$4,600	\$575	\$575								
TOTAL	\$51,370	\$12,843	\$245,600	\$61,400	\$25,000	\$6,250	\$4,050	\$506	\$46,000	\$5,750	\$6,256	\$48,000	\$3,588	\$6,000	\$449	\$6,449	\$0	\$0	

*Total includes Virginia State Match for Kingsport and LENOWISCO Combined

**Total Includes Local Match for TN and VA Combined

Contributor by Funding Source

Federal	\$51,370		\$245,600		\$25,000		\$4,050		\$46,000			\$48,000	\$3,588				\$0	
TDOT		\$12,843												\$6,000			\$0	
VDOT						\$6,250					\$6,256				\$449			
LENOWISCO									\$5,750									
Kingsport MTPO				\$61,400			\$506									\$6,449		
TOTAL	\$51,370	\$12,843	\$245,600	\$61,400	\$25,000	\$6,250	\$4,050	\$506	\$46,000	\$5,750	\$6,256	\$48,000	\$3,588	\$6,000	\$449	\$6,449	\$0	\$0

FUNDING CHART – Fiscal Year 2021

TABLE 2

**KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FY 21 FUNDING SOURCE BY TASK**

TASKS BY FUNDING SOURCE	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION							TOTAL
	TENNESSEE				VIRGINIA							SECTION 5303 - City of Kingsport					TDOT - Section 5303		
	Fed-SPR	TDOT	Fed-CPG	LOCAL	Fed-SPR	VDOT	City of Kingsport Fed-PL	LOCAL	Fed-PL	LENOWISCO LNWSC	VDOT*	TN - Fed CPG	Fed-VA	TDOT	VDOT	LOCAL**	Fed-TN	TDOT	
A. Program Administration	\$10,702	\$2,636	\$81,600	\$20,400			\$4,160	\$520	\$16,000	\$2,000	\$2,520	\$0	\$1,600	\$0	\$200	\$200			\$142,538
B. Data Collection, Maintenance and Analysis	\$12,807	\$3,202	\$24,000	\$6,000			\$0	\$0	\$12,000	\$1,500	\$1,500	\$0		\$0		\$0			\$61,009
C. Air Quality and Congestion Mitigation			\$20,000	\$5,000			\$0	\$0	\$5,200	\$650	\$650								\$31,500
D. Transportation Improvement Program			\$30,000	\$7,500	\$25,000	\$6,250			\$4,000	\$500	\$500								\$73,750
E. Multimodal Planning									\$4,200	\$525	\$525	\$48,000	\$2,240	\$6,000	\$280	\$6,280			\$68,050
F. Long-Range Transportation Planning	\$28,632	\$7,158	\$144,000	\$36,000					\$4,600	\$575	\$575								\$221,540
TOTAL	\$52,141	\$12,996	\$299,600	\$74,900	\$25,000	\$6,250	\$4,160	\$520	\$46,000	\$5,750	\$6,270	\$48,000	\$3,840	\$6,000	\$480	\$6,480	\$0	\$0	\$598,387

*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		\$299,600		\$25,000		\$4,160		\$46,000			\$48,000	\$3,840				\$0		\$478,741
TDOT		\$12,996												\$6,000				\$0	\$18,996
VDOT						\$6,250					\$6,270				\$480				\$13,000
LENOWISCO									\$5,750										\$5,750
Kingsport MTPO				\$74,900			\$520									\$6,480			\$81,900
TOTAL	\$52,141	\$12,996	\$299,600	\$74,900	\$25,000	\$6,250	\$4,160	\$520	\$46,000	\$5,750	\$6,270	\$48,000	\$3,840	\$6,000	\$480	\$6,480	\$0	\$0	\$598,387

**Table 3. Kingsport Fiscal Years 2020 and 2021 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	\$258,000	\$0	\$0	\$0	\$0	\$0
FY 2019 Allocation	\$212,438	\$49,050	\$51,370	\$56,250	\$3,960	\$25,000
Available FY 2019 Funds	\$470,438	\$49,050	\$51,370	\$56,250	\$3,960	\$25,000
FY 2019 Programmed	\$237,232	\$49,050	\$51,370	\$56,250	\$3,960	\$25,000
Carryover to FY 2020	\$233,206	\$0	\$0	\$0	\$0	\$0
FY 2020 Allocation	\$212,438	\$49,050	\$51,370	\$56,250	\$4,267	\$25,000
Available FY 2020 Funds	\$445,644	\$49,050	\$51,370	\$56,250	\$4,267	\$25,000
FY 2020 Programmed	\$243,200	\$49,050	\$51,370	\$56,250	\$4,267	\$25,000
Carryover to FY 2021	\$202,444	\$0	\$0	\$0	\$0	\$0

* estimated

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

