Bill Albright
Transportation Planning Manager

Lesley Phillips
Transportation Planner

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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: October 30, 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, November 7, 2019 at 1:30 PM, in the Kingsport City Hall Council Room (225 West Center Street, Kingsport, Tennessee).**

There are four action items:

- **Approval of Minutes from August 8, 2019 Meeting**
- **Adoption of the FY20-23 TIP**
- **Annual List of Priority Projects**
- **Kingsport Multimodal Grant Application – Resolution of Support**

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
November 7, 2019 at 1:30 PM
Kingsport City Hall – Council Room
225 West Center Street, Kingsport, TN 37660

1. Executive Board Welcome

2. Approval of Minutes from August 8, 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. FY20-23 Transportation Improvement Program (TIP) (Vote Required)

Presenter: Bill Albright

Item Summary: The Transportation Improvement Program (TIP) is a 4-year program that lists all highway and public transit transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the US Code or regionally significant transportation projects regardless of funding source. The draft TIP was available for public review and comment from October 11, 2019 through October 25, 2019. The document was updated based on comments received during this period. A list of these changes is included in the agenda packet. The updated document was released on October 30, 2019 for an additional eight day review period prior to the November 7, 2019 Executive Board meeting. All local projects in the new TIP have been rolled over from the current TIP. A Memorandum of Agreement for TIP Amendments and Administrative Modifications is currently under development by TDOT and will also be signed as part of the TIP adoption process. Virginia is on a different TIP schedule. Currently, Virginia projects from the FY17-20 TIP have been included in the new TIP and new Virginia projects will be added in the future by TIP amendment.

Recommendation: Approve the Resolution as presented.

5. Annual List of Priority Projects (Vote Required)

Presenter: Bill Albright

Item Summary: Annually, the Tennessee Department of Transportation (TDOT) requests our input on TDOT-sponsored transportation projects in the Kingsport MTPO area to be

included in TDOT's Three-Year Work Program. These major projects are managed by TDOT and have traditionally been funded with TDOT resources that are available to the state, whether it be federal or state funds.

TDOT has provided a list of projects under consideration for the Three-Year Work Program. TDOT also allows us to add projects for consideration. These are state projects, not local projects. On the attached listing, page 1 shows the projects TDOT has asked us to rank. Page 2 shows the projects we have added for consideration. The Kingsport MTPO staff **proposes** the rankings on the attachment (the rankings are shown in the last column). For informational purposes, the 2018 rankings are also shown; if a project shows NA for the 2018 ranking, it was not on TDOT's list for ranking last year. For ranking purposes, we left the top three the same because these projects have been under development for some time and this is the final phase of the project (construction). For the remainder of the TDOT provided projects, we looked at an estimated time frame for each phase listed and ranked them in order of the estimated schedule. TDOT projects are ranked 1 through 11. The projects we added are ranked 12 through 16. The proposed rankings were emailed to Executive Board members and Technical Coordinating Committee members on October 21 for review/feedback. The Executive Board can choose to accept the proposed rankings or alter them.

Recommendation: Approve the Resolution as presented.

6. Kingsport Multimodal Grant Application – Resolution of Support (Vote Required)

Presenter: Bill Albright

Item Summary: TDOT Multimodal Access Grants are a state-funded program created to support the transportation needs of transit users, pedestrians, and bicyclists through infrastructure projects that address existing gaps along state routes. These grants are state-funded at 95% with a 5% local match required. The total project cost must not exceed $1 million and must be located along a state route. In June, the City of Kingsport submitted a Notice of Intent to apply for a Multimodal Access Grant. In August, the city received an invitation to apply for the grant. If received, this grant will be used to construct sidewalks along SR-36/Fort Henry Drive in Colonial Heights from Colonial Heights Road/Lebanon Road to Lakecrest Drive/Green Hills Drive. This grant application requires a letter of support from the MPO.

Recommendation: Approve the Resolution as presented.

7. Annual Federal Funds Obligation Reports – Tennessee and Virginia

Presenter: Bill Albright

Item Summary: Per 23 CFR 450.334, annually the Kingsport MTPO is required to publish a list of federal funds (FHWA and FTA) that have been obligated on projects within the MTPO area for the previous fiscal year. The list must be made available within 90 days from the end of the program year (September 30). As outlined in the Kingsport MTPO Public Participation Plan, this information is published online and is also available for public

review in the Kingsport MTPO office. Questions on individual projects can be answered by TDOT officials or VDOT officials. No Board action is required.

8. Bike/Ped Plan Update

Presenter: Bill Albright

Item Summary: On May 9, 2019 the MTPO Executive Board approved proceeding with a new Kingsport Metropolitan Area Bicycle and Pedestrian Plan. Since then, a Request for Qualifications was issued. The Statement of Qualifications were opened on August 22, 2019 with seven consulting firms responding. A selection committee reviewed the seven submittals and selected the top three respondents. The top three consulting firms have been interviewed.

9. 2020 Executive Board Meeting Dates

Presenter: Bill Albright

Item Summary: Discussion of meeting dates for calendar year 2020. Do Executive Board members want to pre-schedule meetings and coordinate with Bristol MPO as requested last year or schedule meetings as needed when agenda items come up? Bristol MPO meetings are tentatively scheduled for February 6, May 7, August 6, and November 5 (all at 10 am). If we coordinate with Bristol MPO's schedule, our meetings would be on the same days at 1:30 pm.

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

Agenda Item #2 - Approval of August 8, 2019 Meeting Minutes

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
EXECUTIVE BOARD
Meeting Minutes for August 8, 2019

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

Members Present:
Jimmy Adkins, Blake Ailor, Chase Milner, James Phillips, Joshua Russell, Ronda Sawyer, Ambre Torbett

Absent:

Staff Present:
Bill Albright, Susan Doran, Tim Land, Lesley Phillips, Michael Thompson

Visitors Present:
Jason Carder – Mattern & Craig
Valencia Cooper – TDOT
Matthew Cox - VDOT
Randy Dodson – Mattern & Craig
Troy Ebbert - TDOT
Christopher Goodwin – SCHD
Trampus Grindstaff - TDOT
Candace Gump – FTHRA NetTrans
Nancy Hirsch - TDOT
Taylor Lee - TDOT
Eric Kerney – SCHD
Rex Montgomery – Bristol MPO
Randy Noonchester – MEOC
John Penland - TDOT
Mike Russell - TDOT

Recorder: Susan Doran

I. **Call to Order:** Lesley Phillips called the meeting to order and introduced the new Chairman of the Executive Board, James Phillips.

II. **Approval of Minutes:** The minutes of the May 9, 2019 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:** James Phillips opened the floor for public comments. No comments

IV. **New Business:**

A. Unified Planning Work Program – Tennessee FY20 & FY21. Presented by Bill Albright. 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. Due to the different fiscal years, the Virginia Element of the FY20 UPWP was approved at the last Executive Board meeting. A motion was made by Blake Ailor to approve the Unified Planning Work Program – Tennessee FY20 and FY21 and was seconded by Ronda Sawyer. The motion carried unanimously.

B. Bi-State Planning Agreement. Presented by Lesley Phillips. Federal regulations require the MTPO, TDOT, VDOT, and public transit agencies within the metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process. The existing agreement was signed in 2008. TDOT developed new agreements on behalf of the 11 MPOs in Tennessee. This agreement is specific to the Kingsport MTPO and was developed through coordination and consultation with TDOT, Kingsport MTPO, and the Commonwealth of Virginia. The agreement was sent to public transit agencies for their review on June 24, 2019. A motion was made by Jimmy Adkins to approve signing the Bi-State Planning Agreement as presented and was seconded by Joshua Russell. The motion carried unanimously.

C. Public Participation Plan Update. Presented by Lesley Phillips. The Public Participation Plan (PPP) outlines the process for the MTPO to involve the public in the transportation planning process. The last major update to the PPP was in 2007. The most significant updates reflect the changes in technology (especially social media), extends the public review period for adoption or amendments of the Transportation Improvement Program (TIP) from 7 days to 10 days, establishes a public review period for the Unified Planning Work Program (UPWP), and reduces the number of physical locations for final versions of our major documents. The physical locations will remain the same for the draft versions of our major documents during the public review periods. All documents will continue to be available on the Kingsport MTPO website and at the Kingsport MTPO office. The draft PPP was submitted to the Tennessee Department of Transportation, Virginia Department of Transportation, Federal Highway Administration, and Federal Transit Administration for their review and comment. These comments were addressed by the MTPO prior to the draft PPP being released for the required 45-day public review period (June 23, 2019 through August 6, 2019). A motion was made by Chase Milner to approve the updated Public Participation Plan and was seconded by Jimmy Adkins. The motion carried unanimously.

D. FY17-21 Transportation Improvement Program (TIP) Amendment. Presented by Lesley Phillips. Amendments to the TIP require Executive Board action. TIP Amendment #14 adds new project L-STBG-12, a resurfacing grouping for Kingsport. This project is funded with STBG funds, which consists of 80% federal funds and 20% local (City of Kingsport) funds. The funds will be used to resurface several major roads in Kingsport. A motion was made by Ronda Sawyer to approve TIP Amendment #14 and was seconded

by Ambre Torbett. The motion carried unanimously.

V. STAFF REPORTS:

Staff provided updates on projects.

VI. PUBLIC HEARING: James Phillips 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. No comments.

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

Agenda Item #4 - FY20-23 Transportation Improvement Program (TIP)*

RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO ADOPT THE KINGSPORT AREA FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 continuous transportation planning process; and

WHEREAS, the Kingsport MTPO prepared the Fiscal Year 2020-2023 TIP, a cooperatively developed program of transportation projects selected to be advanced during the program's four-year period, in accordance with planning requirements in federal laws and regulations; and

WHEREAS, no local highway or transit projects are eligible for Federal funds until they are programmed in the TIP; and

WHEREAS, the Kingsport MTPO has involved the public and interested stakeholders in accordance with the Public Participation Plan prior to finalizing the TIP.

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

The FY 2020-2023 Transportation Improvement Program has been developed in accordance with all applicable requirements and this resolution is adopted as an endorsement of the FY 2020-2023 TIP.

_____ _____

James Phillips
Chairman, Executive Board

Date

_____ _____

Lesley Phillips
Kingsport MTPO Staff

Date

***THE FULL DOCUMENT (TRANSPORTATION IMPROVEMENT PROGRAM FY20-23) IS ATTACHED AT THE END OF THE AGENDA PACKET**

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Kingsport Metropolitan Transportation Planning Organization, the Tennessee Department of Transportation, and the Virginia Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Kingsport, TN-VA urbanized area, and is being carried out in accordance with the following requirements:

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

IV. Section 1101 (b) of the FAST-Act (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.

VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.

IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

James Phillips, Chairman Date Kingsport MTPO Executive Board	Lesley Phillips Date Kingsport MTPO Staff
D.A. “Donny” Necessary, Jr. Date Bristol District Administrator Virginia Department of Transportation	Ronnie Porter Date Director, TDOT Program Development & Administration Division

FY20-23 Transportation Improvement Program (TIP)

List of changes during public review and comment period

Page #	Change/Clarification
10	Section 1.3 – Added "The Executive Board has the authority to adopt regional transportation plans and programs. The TCC will make recommendations to the MTPO Executive Board at key points during the planning process." to this section to explain the process a little more in depth.
11	Figure 2 – This is an organizational chart, NOT a work flowchart.
17-27	Updated project grouping descriptions received from TDOT on 10/11/19.
69	Added a project page for NET Trans for FTA 5310 funds. They have received a letter stating their application has been selected for award for FY20.
70	Added a project page for Frontier Health for FTA 5310 funds. They have received a letter stating their application has been selected for award for FY20.
72-78	Virginia projects from FY17-20 TIP have been added. Virginia is on a different TIP schedule than Tennessee. A TIP Amendment will be completed in the future to add the new Virginia projects.

Agenda Item #5 - Annual List of Priority Projects

RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TO APPROVE AND RECOMMEND THE LIST OF PRIORITY PROJECTS TO BE SUBMITTED TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) FOR THE THREE-YEAR 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, each MPO is requested by TDOT to develop a List of Priority Projects annually; and

WHEREAS, the Kingsport MTPO is submitting a List of Priority Projects for the Kingsport MTPO area to TDOT; and

WHEREAS, the projects included in the list are vital to the transportation infrastructure and economic development for the Kingsport MTPO area.

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 does hereby approve and recommend the List of Priority Projects to be submitted to TDOT for the three-year work program.

_____ _____

James Phillips
Chairman, Executive Board

Date

_____ _____

William A. Albright
MTPO Staff

Date

MPO	County	PIN	Route	Description	Length	Phase	Est.	2018 Ranking	2019 Ranking
MPO KP	Sullivan	105467.01	SR-126	(Memorial Blvd.) From East Center Street in Kingsport to East of Cooks Valley Road (IA)	4.1	Construction	66.3	1	1
MPO KP	Sullivan	112834.03	SR-93	(Sullivan Gardens Parkway) From South of Horse Creek to North of Derby Drive (TPR Option 5, Spot Improvements) (IA)	0.8	Construction	12.2	2	2
MPO KP	Washington, Sullivan	112834.02	SR-93	(Sullivan Gardens Parkway) From Morgan Lane in Washington County to South of Baileyton Road in Sullivan County (TPR Option 5, Spot Improvement) (IA)	0.6	Construction	3.8	3	3
MPO KP	Washington, Sullivan	124663.00	SR-36	(Fort Henry Dr.) From SR-75 to I-81 (IA)	3.5	PE	1.0	5	4
MPO KP	Sullivan	124590.00	I-81	ITS Expansion along I-81 between I-26 (Exit 57) Interchange and Virginia State Line (IA)	18.8	Construction	2.0	6	5
MPO KP	Sullivan	112965.00	SR-347	(Rock Springs Road) from Cox Hollow Rd (LM 9.52) to I-26 (US-23) (LM 10.73) (Local Programs Project, Not IA Project)	1.2	Right-of-Way	6.0	NA	6
MPO KP	Sullivan	105467.02	SR-126	(Memorial Blvd.) From East of Cooks Valley Road to I-81 in Kingsport (IA)	4.5	Right-of-Way	15.0	4	7
MPO KP	Washington, Sullivan	124663.00	SR-36	(Fort Henry Dr.) From SR-75 to I-81 (IA)	3.5	Right-of-Way	9.0	NA	8
MPO KP	Sullivan	112965.00	SR-347	(Rock Springs Road) from Cox Hollow Rd (LM 9.52) to I-26 (US-23) (LM 10.73) (Local Programs Project, Not IA Project)	1.2	Construction	4.5	NA	9
MPO KP	Sullivan	105467.02	SR-126	(Memorial Blvd.) From East of Cooks Valley Road to I-81 in Kingsport (IA)	4.5	Construction	38.3	NA	10
MPO KP	Washington, Sullivan	124663.00	SR-36	(Fort Henry Dr.) From SR-75 to I-81 (IA)	3.5	Construction	67.7	NA	11

DRAFT ONLY - NOT FOR DISTRIBUTION

Additional projects requested for consideration:

MPO KP	Sullivan		SR-357	Extension of SR-357 from I-81 to SR-126 (Memorial Blvd)	3.5	PE		7	12
MPO KP	Sullivan		I-26/US23	Establishment of ITS along I-26/US 23 Corridor	16	PE		8	13
MPO KP	Sullivan		I-81/I-26	Improvements to I-81/I-26 interchange	0.5	PE		9	14
MPO KP	Sullivan		SR-1	6 lane SR-1 (Stone Drive/US 11W) from SR-93 to New Beasonwell Road	1.7	PE		10	15
MPO KP	Sullivan		I-26	Truck climbing lane, I-26 Eastbound, from SR-93 to TN Welcome Center	1.3	PE		11	16

DRAFT ONLY - NOT FOR DISTRIBUTION

Agenda Item #6 - Kingsport Multimodal Grant Application

RESOLUTION OF SUPPORT BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR THE CITY OF KINGSPORT'S MULTIMODAL ACCESS GRANT APPLICATION FOR SIDEWALKS ALONG SR-36 IN COLONIAL HEIGHTS

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 Board acknowledges the City of Kingsport previously submitted a Notice of Intent to apply for a TDOT Multimodal Access Grant and was invited to apply for this grant; and

WHEREAS, the Board acknowledges TDOT's Multimodal Access Grant is a state-funded program created to support the transportation needs of transit users, pedestrians, and bicyclists through infrastructure projects that address existing gaps along state routes; and

WHEREAS, the Board acknowledges selected projects for TDOT's Multimodal Access Grants are state-funded at 95% and require a 5% local match, total project costs must not exceed $1 million, and the projects must be located along a State Route; and

WHEREAS, the Board acknowledges, if received, this grant will be used to construct sidewalks along State Route 36/Fort Henry Drive in Colonial Heights from Colonial Heights Road/Lebanon Road to Lakecrest Drive/Green Hill Drive; and

WHEREAS, the Executive Board of the Kingsport MTPO supports the City of Kingsport's application for TDOT's Multimodal Access Grant.

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

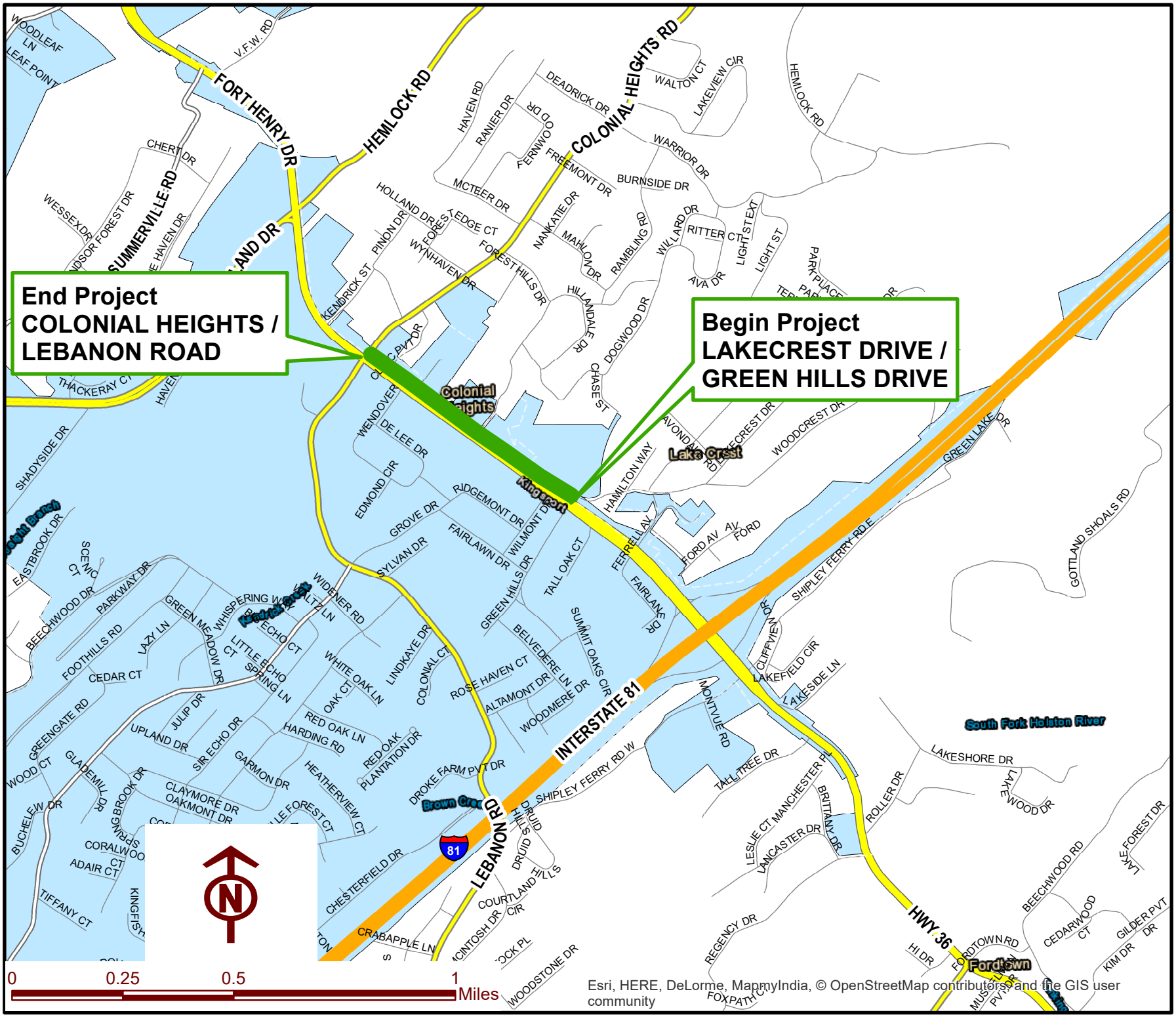
The Executive Board of the Kingsport MTPO does hereby support the City of Kingsport's submittal of TDOT's Multimodal Access Grant Application for sidewalks along State Route 36 in Colonial Heights.

_____ _____

James Phillips Date
Chairman, Executive Board

_____ _____

William A. Albright Date
MTPO Staff



Legend

- Collector Street
- Expressway
- Interstate
- Minor Arterial
- Major Arterial
- Local Streets
- Kingsport Limits

Project Location Map
Fort Henry Drive Sidewalks (SR 36)

Agenda Item #7 - Annual Federal Funds Obligation Reports

LIST OF 2019 FEDERALLY OBLIGATED PROJECTS FOR THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

TENNESSEE PROJECTS

*** Project (or a portion of the project) is in the MPO planning area outside the urbanized area boundary**

OBLIGATIONS FOR

KINGSPORT MPO

FY 2019

FED FUNDS OBLIGATED: $5,212,480.39

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
10/16/18	121541.00	HSIP-36(62)	Sullivan	SR-36	at John F. Kennedy Elementary School	ADJUST CONST	HSIP	TN-2	($41,724.00)	$3,467,802.00
10/16/18	121542.00	HSIP-93(18)	Sullivan	SR-93	at Sullivan North High School	ADJUST CONST	HSIP	TN-2	($54,100.00)	$3,467,802.00
10/16/18	121540.00	NH-SIP-1(350)	Sullivan	SR-1	at Andrew Jackson Elementary School	ADJUST PE-N & CONST	NHPP	TN-1	($64,200.00)	$4,672,700.00
10/29/18	121780.00	HSIP-1(351)	Hawkins	SR-1	(US-11W), Intersections at Belmont Avenue and Englewood Avenue in Mt. Carmel	AUTHORIZE CONST	HSIP	TN-2	$511,200.00	$3,467,802.00
10/29/18	118524.01	TAP-9108(46)	Sullivan		Kingsport Greenbelt, Eastern Extension - Phase 1	AUTHORIZE CONST	TAP	TAP-1	$962,519.00	$1,203,149.00
12/13/18	123791.00	STP-M-3700(35)	Hawkins		Kingsport Press Road, From SR-1 (US-11W) to Greenland Park Road	AUTHORIZE CONST	L-STBG	L-STBG-6	$189,600.00	$340,000.00
12/25/18	123237.00	HSIP-R00S(289)	Hawkins		Old State Route 70 (0A714) at NS Railroad, LM 0.96 near Rogersville	ADJUST CONST	HSIP	TN-3	($4,325.20)	$8,000,000.00
12/27/18	127107.00	NH/HSIP-93(22)*	Sullivan	SR-93	From near SR-347 to near Gaylemont Drive	AUTHORIZE CONST	HSIP	TN-2	$43,560.00	$3,467,802.00
12/27/18	127107.00	NH/HSIP-93(22)*	Sullivan	SR-93	From near SR-347 to near Gaylemont Drive	AUTHORIZE CONST	NHPP	TN-1	$642,800.00	$4,672,700.00
12/27/18	127093.00	STP/HSIP-126(24)*	Sullivan	SR-126	From near Fall Creek Road to near SR-75	AUTHORIZE CONST	HSIP	TN-2	$56,115.00	$3,467,802.00
12/27/18	127093.00	STP/HSIP-126(24)*	Sullivan	SR-126	From near Fall Creek Road to near SR-75	AUTHORIZE CONST	S-STBG	TN-3	$771,600.00	$4,381,626.00
01/30/19	121780.00	HSIP-1(351)	Hawkins	SR-1	(US-11W), Intersections at Belmont Avenue and Englewood Avenue in Mt. Carmel	ADJUST CONST	HSIP	TN-2	($59,859.00)	$3,467,802.00
02/07/19	122320.00	HSIP-R00S(250)	Hawkins		Maple Avenue at Norfolk Southern Railroad, LM 1.09 in Church Hill	CLOSE PROJECT	HSIP	TN-3	$11,896.12	$8,000,000.00
02/14/19	128231.00	STP-M-3949(6)	Hawkins		Hammond Avenue, from West Main Street to West Ellis Lane	AUTHORIZE PE-N	L-STBG	L-STBG-10	$5,000.00	$60,000.00
02/14/19	119528.00	STP-SIP-75(19)*	Sullivan	SR-75	From North of SR-357 Drive to North of Centenary Road (RSAR)	AUTHORIZE PE-D	S-STBG	TN-3	$16,000.00	$4,381,626.00
03/14/19	127107.00	NH/HSIP-93(22)*	Sullivan	SR-93	From near SR-347 to near Gaylemont Drive	ADJUST CONST	HSIP	TN-2	($5,031.00)	$3,467,802.00
03/14/19	127107.00	NH/HSIP-93(22)*	Sullivan	SR-93	From near SR-347 to near Gaylemont Drive	ADJUST CONST	NHPP	TN-1	($30,616.00)	$4,672,700.00
03/14/19	127093.00	STP/HSIP-126(24)*	Sullivan	SR-126	From near Fall Creek Road to near SR-75	ADJUST CONST	HSIP	TN-2	($9,918.00)	$3,467,802.00
03/14/19	127093.00	STP/HSIP-126(24)*	Sullivan	SR-126	From near Fall Creek Road to near SR-75	ADJUST CONST	S-STBG	TN-3	($91,952.00)	$4,381,626.00
03/25/19	119528.00	STP-SIP-75(19)*	Sullivan	SR-75	From North of SR-357 Drive to North of Centenary Road (RSAR)	AUTHORIZE ROW	S-STBG	TN-3	$175,200.00	$4,381,626.00
04/12/19	127819.00	STP/HSIP-346(11)*	Hawkins	SR-346	From near SR-1 to Sullivan County Line (Excluding LM 8.17 - 8.31; LM 15.92 - 16.06; LM 16.15 - 16.31)	AUTHORIZE CONST	S-STBG	TN-3	$1,100,368.00	$4,381,626.00
04/12/19	127819.00	STP/HSIP-346(11)*	Hawkins	SR-346	From near SR-1 to Sullivan County Line (Excluding LM 8.17 - 8.31; LM 15.92 - 16.06; LM 16.15 - 16.31)	AUTHORIZE CONST	HSIP	TN-2	$69,620.00	$3,467,802.00
06/19/19	127819.00	STP/HSIP-346(11)*	Hawkins	SR-346	From near SR-1 to Sullivan County Line (Excluding LM 8.17 - 8.31; LM 15.92 - 16.06; LM 16.15 - 16.31)	ADJUST CONST	S-STBG	TN-3	($100,680.00)	$4,381,626.00
06/19/19	127819.00	STP/HSIP-346(11)*	Hawkins	SR-346	From near SR-1 to Sullivan County Line (Excluding LM 8.17 - 8.31; LM 15.92 - 16.06; LM 16.15 - 16.31)	ADJUST CONST	HSIP	TN-2	($37,350.00)	$3,467,802.00
07/03/19	127819.01	STP-346(12)*	Hawkins	SR-346	From LM 8.17 - 8.31; LM 15.92 - 16.06; LM 16.15 - 16.31	AUTHORIZE ROW	S-STBG	TN-3	$80,000.00	$4,381,626.00
08/28/19	120539.00	HSIP-36(59)	Sullivan	SR-36	From Tranbarger Drive to Near Adams Avenue (RSA)	CLOSE PROJECT	HSIP	TN-2	$105,314.89	$3,467,802.00
08/28/19	119984.00	HSIP-36(60)	Sullivan	SR-36	From Washington County Line to North of Lakeside Lane	CLOSE PROJECT	HSIP	TN-2	($1,059.87)	$3,467,802.00
08/28/19	123822.00	HSIP-36(64)	Washington	SR-36	From near SR-75 to Sullivan County Line LM 6.99 to LM 7.58	CLOSE PROJECT	HSIP	TN-2	($19,938.11)	$3,467,802.00
09/01/19	122156.00	BRZ-9108(47)	Sullivan		Fort Robinson Drive, Bridge over Dry Hollow, LM 0.39 in Kingsport (IA)	ADJUST PE-N	S-STBG	TN-3	$24,240.56	$4,381,626.00
09/09/19	124932.00	HSIP-36(65)	Sullivan	SR-36	Intersection at SR-126(Memorial Blvd) and Sherwood Road	ADJUST PE-N & PE-D; AUTHORIZE CONST	HSIP	TN-2	$801,000.00	$4,067,802.00
09/20/19	123791.00	STP-M-3700(35)	Hawkins		Kingsport Press Road, From SR-1 (US-11W) to Greenland Park Road	ADJUST CONST	L-STBG	L-STBG-6	$23,200.00	$340,000.00
09/23/19	128742.00	STP-M-9108(49)	Sullivan		Island Road, From SR-126 (Memorial Boulevard) to the Kingsport City Limits	AUTHORIZE PE-N	L-STBG	L-STBG-9	$120,000.00	$300,000.00
09/23/19	128784.00	STP-M-9108(50)	Sullivan		Kingsport Greenbelt Extension, SR-1(West Stone Dr) From Lewis Ln through the Exit Ramp to Netherland Inn Road; Netherland Inn Rd From the SR-1 Exit Ramp to Rotherwood Dr	AUTHORIZE PE-N	L-STBG	L-STBG-11	$24,000.00	$100,000.00

TENNESSEE PROJECTS

Obligation Report for Federal Transit Administration Funds
Kingsport MTPO Area
Fiscal Year 2019 (10/1/2018 – 9/30/2019)

Agency	Fund Type	Phase	Federal Amount
First TN Human Resource Agency – NET Trans	FTA 5307	Operations	$108,761
Frontier Health	FTA 5310	Acquisition	$31,881
Kingsport Area Transit Service (KATS)	FTA 5307	Operations	*

* Information not currently available, table will be updated when received.

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
	Interstate									
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
					Primary					
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
					Urban					
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
					Secondary					
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Miscellaneous										
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Public Transportation										
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
					Rail					
	0 No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
					Enhancement					
0	No projects identified in the MPO Area									
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*
	TIP:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	$0	$0	$0	$0	$0	$0	$0	$0
									Remaining:	*

STIP Transactions

Kingsport MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
	Grouping									
G601	**Construction : Transportation Enhancement/Byway/Non-Traditional - (T9927601)**									
7601	**TIP:**	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	$0	($5,990)	$0	$0	$0	$0	$0	$0	($5,990)
									Remaining:	*
G606	**Construction : Safety/ITS/Operational Improvements - (T9927606)**									
7606	**TIP:**	$0	$1,266,546	$0	$0	$0	$0	$0	$0	$1,266,546
	Obligated:	$0	$354,886	$0	$0	$0	$0	$998,962	$0	$1,353,848
	Released:	$0	($770,690)	$0	$0	$0	$0	$0	$0	($770,690)
									Remaining:	*
G607	**Construction : Bridge Rehabilitation/Replacement/Reconstruction - (T9927607)**									
7607	**TIP:**	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Obligated:	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Released:	($0)	$0	$0	$0	$0	$0	$0	$0	($0)
									Remaining:	*
	GROUPING SUBTOTAL									
	TIP:	**$0**	**$1,266,546**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,266,546**
	Obligated:	**$0**	**$354,886**	**$0**	**$0**	**$0**	**$0**	**$998,962**	**$0**	**$1,353,848**
	Released:	**($0)**	**($776,680)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($776,680)**
									Remaining:	*
	MPO SUBTOTAL									
	TIP:	**$0**	**$1,266,546**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,266,546**
	Obligated:	**$0**	**$354,886**	**$0**	**$0**	**$0**	**$0**	**$998,962**	**$0**	**$1,353,848**
	Released:	**($0)**	**($776,680)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($776,680)**
									Remaining:	*

Agenda Item #10 - Project Updates

PROJECT UPDATES

KINGSPORT/SULLIVAN COUNTY

- Greenbelt – West End
- Greenbelt – East End
- Stone Drive Sidewalk – Phase I
- Stone Drive Sidewalk – Phase II
- Main Street Rebuild
- Island Road Rebuild
- 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
- Cross-Town Connector (Sevier Ave)*
- Sullivan Street – Phase III (Roller Street to Lynn Garden Drive)*
- Memorial Blvd / Fort Henry Dr Intersection Improvements

HAWKINS COUNTY

- Englewood Signal
- 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
- KATS Transit Center – Phase I
- Belmont/11W Median
- Press Road Resurfacing

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)*

* Planned projects

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2020-2023

FINAL DRAFT

This Fiscal Year 2020 – 2023 Transportation Improvement Program was developed by the Kingsport Metropolitan Transportation Planning Organization (MTPO) in cooperation with:

U.S. Department of Transportation

Federal Highway Administration

Federal Transit Administration

Tennessee Department of Transportation

Virginia Department of Transportation

An electronic copy of this document can be found on our website:
https://www.kingsporttn.gov/city-services/kmtpo/
or
www.kptmtpo.com

E-mail: MTPO@KingsportTN.gov

The Kingsport Metropolitan Transportation Planning Organization ensures compliance with the Americans with Disabilities Act (ADA), Title VI of the Civil Rights Act of 1964, 49 CFR Part 26, and 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 disability, race, color, or national origin. For ADA or Title VI inquiries, contact George DeCroes at (423) 224-2448.

Table of Contents

Resolution and Self-Certification 5
Abbreviations 7
1. Introduction 9
1.1 About the Kingsport MTPO 9
1.2 Metropolitan Planning Area 9
1.3 Organizational Structure 10
2. Transportation Improvement Program Development 11
2.1 Purpose of the Document 11
2.2 Planning Horizon 11
2.3 Project Priorities and Criteria 12
2.4 Project Selection 14
2.5 Project Phases 16
2.6 Project Groupings 16
2.7 Advance Construction 27
3 Public Participation, Coordination, and Consultation 28
3.1 Public Participation 28
3.2 Consultation with Other Agencies 28
3.3 Title VI, Environmental Justice, ADA 29
3.4 Annual Listing of Obligated Projects 30
4 TIP Amendments and Administrative Modifications 30
5 Performance-Based Planning and Programming 32
5.1 Safety Performance Measures (PM1) 33
5.2 Pavement and Bridge Condition Performance Measures (PM2) 34
5.3 System Performance Measures (PM3) 35
5.4 Transit Asset Management (TAM) and Transit Safety 36
5.5 Linking PBPP to the LRTP and TIP 39
6 Financial Plan 40
6.1 Fiscal Constraint 40
6.2 Federal Funding 40
6.3 Federal Apportionment 42
6.4 State Funding 43
6.5 Local Funding 43

6.6 Operations and Maintenance Funding 43
7 Status of Projects in FYs 2017-2020 TIP 44
8 Project Pages 47

Resolution and Self-Certification

RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO ADOPT THE KINGSPORT AREA FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 continuous transportation planning process; and

WHEREAS, the Kingsport MTPO prepared the Fiscal Year 2020-2023 TIP, a cooperatively developed program of transportation projects selected to be advanced during the program's four-year period, in accordance with planning requirements in federal laws and regulations; and

WHEREAS, no local highway or transit projects are eligible for Federal funds until they are programmed in the TIP; and

WHEREAS, the Kingsport MTPO has involved the public and interested stakeholders in accordance with the Public Participation Plan prior to finalizing the TIP.

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

The FY 2020-2023 Transportation Improvement Program has been developed in accordance with all applicable requirements and this resolution is adopted as an endorsement of the FY 2020-2023 TIP.

_____ _____

James Phillips
Chairman, Executive Board

Date

_____ _____

Lesley Phillips
Kingsport MTPO Staff

Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Kingsport Metropolitan Transportation Planning Organization, the Tennessee Department of Transportation, and the Virginia Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Kingsport, TN-VA urbanized area, and is being carried out in accordance with the following requirements:

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

IV. Section 1101 (b) of the FAST-Act (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.

VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.

IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

James Phillips, Chairman Date Kingsport MTPO Executive Board	Lesley Phillips Date Kingsport MTPO Staff
D.A. “Donny” Necessary, Jr. Date Bristol District Administrator Virginia Department of Transportation	Ronnie Porter Date Director, TDOT Program Development & Administration Division

Abbreviations

3C	Continuous, Cooperative, Comprehensive Transportation Planning Process
AC	Advance Construction
ACQ	Acquisition
ADA	Americans with Disabilities Act
CAP	Capital
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CONST	Construction
CPR	Capital Project Revenue
DOT	Department of Transportation
DRPT	Department of Rail and Public Transportation
EPA	Environmental Protection Agency
ER	Emergency Relief Program
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
FY	Fiscal Year
FHWA	Federal Highway Administration
FHWA-TN	Federal Highway Administration – Tennessee Division
FTA	Federal Transit Administration
GARVEES	Grant Anticipation Revenue Vehicles
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation Systems
KATS	Kingsport Area Transit Service
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MAINT	Maintenance
MEOC	Mountain Empire Older Citizens
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTPO	Metropolitan Transportation Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NET Trans	Northeast Tennessee Regional Public Transit
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NOx	Nitrogen Oxides
OP	Operations
PBPP	Performance Based Planning and Programming
PE-D	Preliminary Engineering – Design
PE-N	Preliminary Engineering – NEPA

PHSIP	Penalty Highway Safety Improvement Program
PM1	Performance Measures 1 – Safety
PM2	Performance Measures 2 – Infrastructure Condition
PM2.5	Small Particulate Matter
PM3	Performance Measures 3 – System Performance
PPP	Public Participation Plan
ROW	Right-of-Way
RSP	Revenue Sharing Program
SHSP	Strategic Highway Safety Plan
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
TR	Training
ULB	Useful Life Benchmark
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
UPWP	Unified Planning Work Program
USC	United States Code
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
YOE	Year of Expenditure

1. Introduction

1.1 About the Kingsport MTPO

The Kingsport Metropolitan Transportation Planning Organization (MTPO) is an inter-governmental agency that is responsible for transportation planning and programming in the greater Kingsport metropolitan area. Each urban area with a population of more than 50,000 in the United States has a designated Metropolitan Planning Organization (MPO/MTPO) which acts as a liaison between local communities, their citizens, and the state departments of transportation (DOTs). MTPOs are important because they direct where and how available state and federal dollars for transportation improvements will be spent.

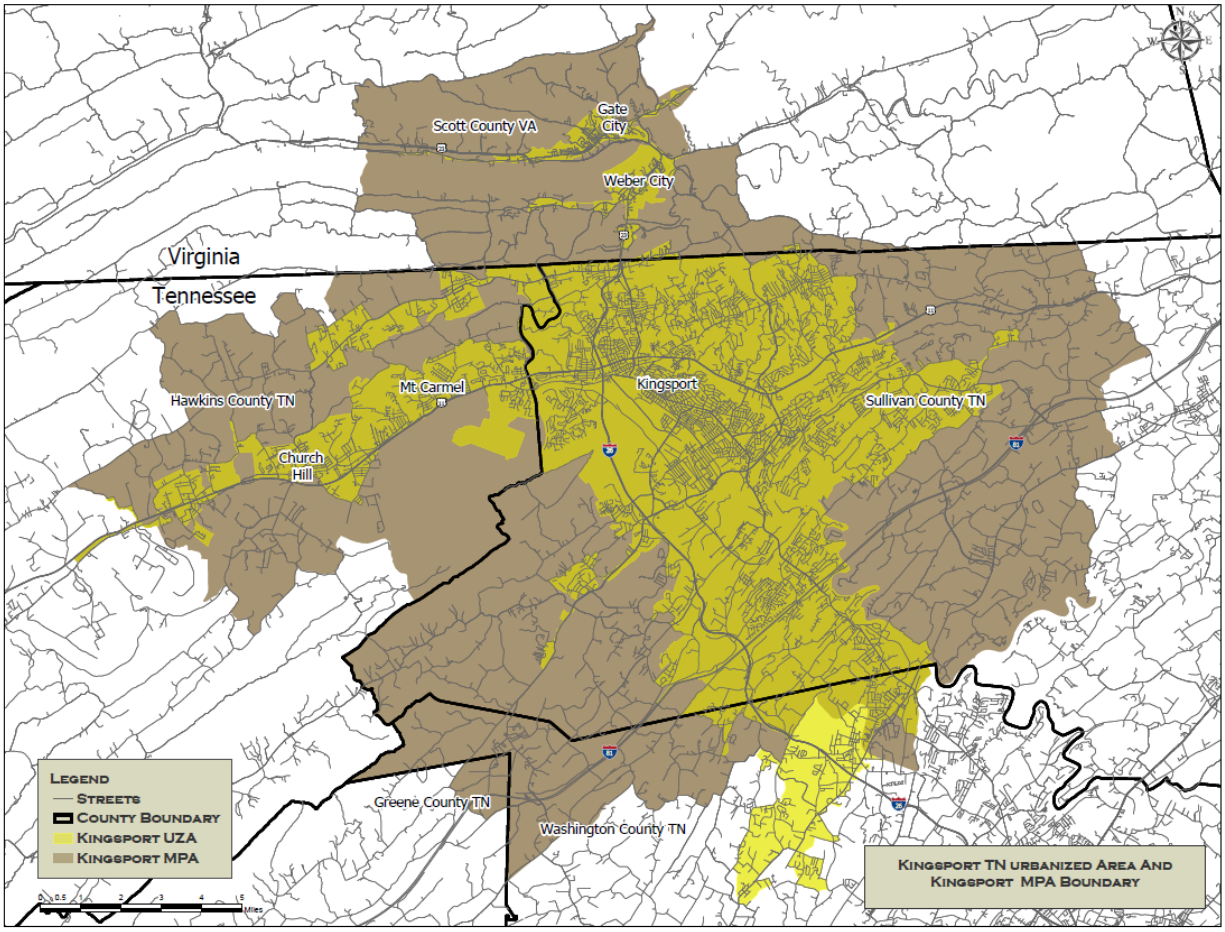
The Kingsport metropolitan area became eligible for MPO/MTPO status when it reached the minimum requirement of 50,000 in population with the 1970 census. The Kingsport MTPO was established in 1977 through the efforts of the Tennessee Department of Transportation (TDOT), the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Kingsport MTPO is a bi-state MPO meaning the Kingsport Urbanized Area lies in two states (Tennessee and Virginia). Federal law requires the Kingsport MTPO to conduct transportation planning activities within the Kingsport Urbanized Area in a continuous, cooperative, and comprehensive (3C) process as defined in the following federal legislation and regulations:

- Fixing America's Surface Transportation (FAST) Act – Current Transportation Authorization;
- Moving Ahead for Progress in the 21st Century (MAP-21) Act – Previous Transportation Authorization;
- Title 23 of the United States Code (USC), Section 134 – Metropolitan Transportation Planning;
- Title 49 of the USC, Section 5303 – Formula Grant Program for Metropolitan Transportation Planning;
- Title 23 of the Code of Federal Regulations (CFR), Section 450 – Metropolitan Transportation Planning and Programming; and
- Title 49 CFR, Section 613, Subpart A – Metropolitan Transportation Planning and Programming.

1.2 Metropolitan Planning Area

Under current federal law, any urbanized area with a population over 50,000 must be in a Metropolitan Planning Area (MPA) for a Metropolitan Planning Organization (MPO). Urbanized Areas are determined by the United States Census Bureau. A MPA is the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. At a minimum, the MPA must encompass the Census Urbanized Area and the contiguous geographic area likely to become urbanized within the next twenty (20) years. In Tennessee, the Kingsport MTPO MPA consists of the City of Church Hill, the Town of Mount Carmel, the City of Kingsport, and portions of Hawkins County, Sullivan County, Washington County, and Greene County. In Virginia, the Kingsport MTPO MPA consists of Weber City, Gate City, and a portion of Scott County. **Figure 1** shows the Kingsport MTPO Urbanized Area and the MPA boundary.

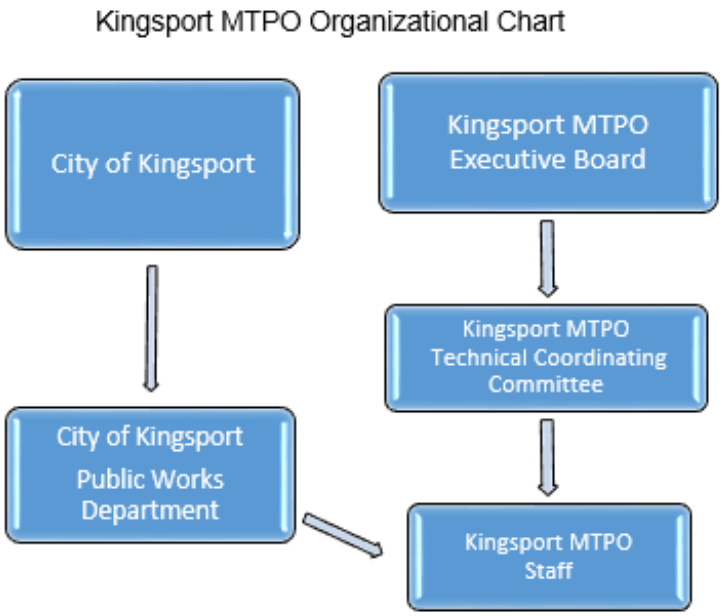
Figure 1 – Kingsport MTPO Planning Area



1.3 Organizational Structure

The Kingsport MTPO is comprised of an Executive Board, a Technical Coordinating Committee (TCC), and administrative staff. The Executive Board is the overall governing body for the Kingsport MTPO. The Executive Board has the authority to adopt regional transportation plans and programs. The TCC will make recommendations to the MTPO Executive Board at key points during the planning process. The administrative staff is housed as a division of the Public Works Department of the City of Kingsport. **Figure 2** shows the Organizational Structure of the Kingsport MTPO.

Figure 2 – Kingsport MTPO Organizational Chart



2. Transportation Improvement Program Development

2.1 Purpose of the Document

The purpose of the Transportation Improvement Program (TIP) is to identify and program funds for all transportation projects within the Kingsport MPA that are funded by federal programs in Titles 23 (Highways) and 49 (Transportation) of the USC. The TIP identifies the region's highest priority transportation projects, develops a multi-year implementation program, and identifies necessary funding. The TIP is cooperatively developed at least every four years by the Kingsport MTPO staff in coordination with its member jurisdictions, TDOT, VDOT, FHWA, FTA, and public transportation providers. The TIP contains all federally funded projects and regionally significant projects regardless of the funding source.

Once the draft TIP is completed, it is submitted to TDOT, VDOT, FHWA, and FTA for comments. Once the comments have been addressed, the TIP follows the process described in the Public Participation Plan (PPP) to provide public notice and an opportunity for the public to comment. After any public comments are addressed, the TIP is recommended for adoption by the Kingsport MTPO Executive Board. The final TIP is forwarded to TDOT and VDOT to be included by reference in the State Transportation Improvement Program (STIP) and to be approved by FHWA and FTA.

2.2 Planning Horizon

Projects that are included in the TIP must be consistent with the Kingsport MTPO Long Range Transportation Plan (LRTP), which is required to cover at least a twenty (20) year timeframe of planning for projects in the future. The LRTP provides the foundation for almost all regionally significant transportation projects within the MTPO area. Consistency between the LRTP and the TIP occurs when

projects are drawn from the LRTP and recommended for immediate implementation in the TIP (next 1 to 4 years). The 2040 LRTP was adopted by the Kingsport MTPO Executive Board on June 2, 2017. At a minimum, the TIP is required to cover at least a four (4) year horizon. This TIP covers the federal fiscal years (FFYs) period of October 1, 2019 through September 30, 2023. The previous TIP covered the FFYs period of October 1, 2016 to September 30, 2020 and was adopted by the Kingsport MTPO Executive Board on November 3, 2016. The next TIP will cover the FFYs period of October 1, 2022 through September 30, 2026, the development cycle will begin in early 2022.

2.3 Project Priorities and Criteria

The development of the FY 2020-2023 TIP was shaped largely by the goals of the LRTP, Fixing America's Surface Transportation (FAST) Act ten (10) planning factors, seven (7) national goals, performance measures and targets, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region.

As part of Kingsport's 2040 LRTP, three (3) goals were established to guide the development of future transportation solutions for the region over the next 20 years.

2040 Long Range Transportation Plan Regional Goals:

Goal 1 – Livability – Provide safe, secure, convenient, and active transportation choices to all citizens that strengthen the livability and health of our communities and region.

- Improve safety by reducing transportation-related fatalities and injuries.
- Make streets a place for all users – "Complete Streets".
- Promote active transportation by increasing opportunities for short trips through improved accessibility to alternative modes.
- Increase transit and other transportation demand management opportunities as a means of providing affordable transportation options.
- Strive to balance capacity and mobility needs for all users whereby connections to and across modes and land uses function harmoniously.

Goal 2 – Sustainability – Promote and advance sustainable transportation choices for the greater Kingsport region that support long-term economic, social, and environmental sustainability within and throughout the region.

- Maintain what we have – take a "state of good repair" approach to our community's transportation assets.
- Seek cost-effective management solutions and new technologies as a means of addressing congestion, improving travel time reliability, reducing transportation delay, and improving system operations.
- Seek improvement options which minimize adverse impacts of surface transportation to historical, social, cultural, and natural environments, including stormwater impacts.
- Promote investment solutions that improve the resiliency of the transportation system and reduce transportation impacts on air-quality.

Goal 3 – Prosperity – Promote transportation policies and investments that advance quality economic development and redevelopment, economic competitiveness, and efficient access to people, places, and goods and services within and throughout the region.

- Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives.
- Support transportation investments and policies that work to create jobs, efficiently move freight, promote tourism, and improve access to all modes and destinations while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway's capacity and safety.
- Support land use and development patterns that reduce transportation costs and expenditures and improve accessibility for all.
- Continue to promote and foster an environment by which citizens, communities, jurisdictions, elected officials, and other stakeholders can collaboratively advance a sustainable multimodal transportation system that provides safe and secure connections throughout a livable and prosperous region.

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

National Goals: Title 23 USC § 150 lists a set of seven (7) national transportation goals for the Federal-aid highway system:

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

Federal Planning Factors: Title 23 USC § 134 lists ten planning factors to be considered by the MTPO in developing transportation plans and programs:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and non-motorized users;

3) Increase the security of the transportation system for motorized and non-motorized users;
4) Increase the accessibility and mobility of people and freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts and surface transportation; and
10) Enhance travel and tourism.

To create a stronger link between the stated goals and objectives of the 2040 LRTP and transportation improvements ultimately selected for funding by the MTPO, the MTPO Executive Board at their November 3, 2016 meeting established evaluation criteria to guide the review and development of projects ultimately selected for inclusion into the 2040 LRTP. Each transportation recommendation considered for inclusion in the 2040 LRTP was evaluated by comparing the project's need with the criteria listed below.

2040 LONG RANGE TRANSPORTATION PLAN PROJECT EVALUATION CRITERIA		
Priority	**Measure**	**Points**
Safety	Number of auto and non-auto crashes, crash rate, and geometrics.	25
Operational Efficiency	Current and future level of service (LOS), traffic operations, traffic volume, and system redundancy.	20
Accessibility	Population and employment growth served and improved system connectivity.	10
Active Transportation	Non-motorized demand, targeted populations served (age 65+, low income, disabled), and improvement of LOS for pedestrians and bicyclists.	15
Environmental	Avoidance of floodplains, historical areas, steep slopes, and parks. Capacity projects without widening or adding a new facility.	10
Economic	Proximity to freight dependent industries, truck trip origins and destinations, percentage of trucks, educated workforce, jobs, and tourists destinations.	20

2.4 Project Selection

The Kingsport MTPO issued a Call for Projects to member jurisdictions, interested parties, and the public on February 22, 2019. The MTPO, in cooperation with the State and public transportation operators, has the authority to select projects for inclusion in the TIP.

Projects included in the TIP are selected from the region's Long Range Transportation Plan (LRTP). In addition to the regional goals of the LRTP, the ten (10) Planning Factors, the seven (7) National Goals, and the LRTP Project Evaluation Criteria, the MTPO also used more specific criteria to select projects for inclusion in the TIP. Projects included in prior TIPs, which have federal funds obligated, are given funding priority for the next phase of development.

TIP PROJECT EVALUATION CRITERIA		
Priority	**Measure**	**Points**
System Maintenance	Project maintains or improves an existing roadway, highway, or transit operation.	10
System Efficiency	Project improves the efficiency of the regional transportation system.	10
Environmental Quality	• Project decreases pollution (air, water, noise, etc.). • Project improves the quality of life for the user and/or community.	10
Mobility Options	• Project contains transit enhancements, bike accommodations, or pedestrian accommodations. • Project improves or enhances the movement of freight. • Adverse or positive effects the project may have on the transportation of the disadvantaged, including minorities, elderly, and disabled residents. (-10 to +5 points for this item)	25
Regional Approach	Project supports regional planning, future land uses, and economic development initiatives.	15
Safety	• Project improves safety for all users. • Site of project is considered a high incident location.	15
Security	Project addresses or improves the security of the transportation system and its users.	10
Financial Investments	Local match for this project is currently available.	5
ADDITIONAL PROJECT REQUIREMENTS		
Performance Measures	The TIP must link investment priorities to the Long Range Transportation Plan and adopted Performance Measures (PMs). Project sponsor must indicate the Performance Measures for which the project will provide a benefit and provide additional information about the project's impact on the selected PMs.	
ADA Transition Plan	Every city and county with fifty (50) employees or more must have an ADA Transition Plan and Self-Evaluation in order to receive Federal Transportation Funds. By the end of 2019, FHWA will require all Transition Plans be completed. Project sponsors are required to document their Transition Plan status with any application for funding.	

The projects eligible for inclusion in the TIP range from new construction and capital improvements for highways, transit, bicycle and pedestrian facilities, intercity transportation, to operational and safety improvements. Consideration is also given to the Tri-Cities Region Coordinated Public Transit – Human Services Transportation Plan, Americans with Disabilities Act (ADA) Transition Plans, the Kingsport MTPO Unified Planning Work Program (UPWP), Strategic Highway Safety Plans (SHSP) for Tennessee and Virginia, TDOT's Three Year Comprehensive Multimodal Program of Projects, as well as other corridor studies, subarea plans, and modal plans, such as the Kingsport Regional Bicycle and Pedestrian Plan.

Virginia Smart Scale (House Bill 2) was adopted in 2014 and requires the development of a prioritization and scoring process for project funding. The prioritization process evaluates projects as they relate to congestion, mitigation, economic development, accessibility, safety, environmental quality, and land use coordination. Although Smart Scale provides a quantifiable process for making project funding decisions,

projects still require inclusion in the MTPO planning process and long-range transportation plan for Smart Scale eligibility and subsequently inclusion in the TIP for implementation.

2.5 Project Phases

Inclusion in the TIP is just one part of a project's journey through the planning and approval process. Projects in the TIP must first appear in the 2040 LRTP, which was adopted on June 2, 2017. One project can have many phases including preliminary engineering, environmental, design, right-of-way acquisition, and construction. It can take many years for one project to complete all phases and be ready for construction so all phases of a project may not be included in this TIP. In order to add a project phase to the TIP, funding must be identified and expected to be readily available in order to ensure the TIP remains fiscally constrained. The following table lists the types of project phases found in the TIP.

PROJECT PHASES		
Project Phase	**Acronym**	**Description**
Acquisition/Purchase	ACQ	Procuring equipment, software, or vehicles
Capital	CAP	Capital expenditures
Construction	CONST	Work by the agency or contractor(s) to build the project, possibly including utility relocation
Intelligent Transportation Systems	ITS	Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility
Maintenance	MAINT	Activities to preserve the transportation/transit system
Operations	OP	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems
Preliminary Engineering – NEPA	PE-N	Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document
Preliminary Engineering - Design	PE-D	Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document
Right-of-Way	ROW	Work from the distribution of ROW plans up to advertising for bids or commencement of work by the agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation
Training	TR	Training activities

2.6 Project Groupings

By agreement with TDOT and VDOT, the MTPO is including grouped projects in the TIP for state-wide funding categories. The use of project groupings is permitted under 23 CFR 450.326(h). Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or CFR 40 part 93. Project groupings may only include projects that meet

the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

TDOT project groupings include the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and the National Highway Performance Program (NHPP). VDOT program activities for state-wide and district-wide funding categories include Rail, Bridge Replacement and Repair, Safety/ITS/Operational Improvements, Transportation Alternatives, as well as maintenance categories and public transportation activities.

TDOT PROJECT GROUPINGS		
Grouping	**Function**	**Allowable Work Types**
Safety Grouping	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.	
Safety Grouping	Eligibility of specific projects, strategies, and activities is generally based on: • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the U.S.C., and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.	• Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing

	• Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.	• Construction of a traffic calming feature • Elimination of a roadside hazard • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators. • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones. • Construction and operational improvements on high risk rural roads. • Geometric improvements to a road for safety purposes that improve safety. • Road safety audits. • Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older

		Drivers and Pedestrians" (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Installation of vehicle-to-infrastructure communication equipment. • Pedestrian hybrid beacons. • Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. • Other physical infrastructure projects not specifically enumerated in the list of eligible projects. • Workforce development, training, and education activities
Grouping	**Function**	**Allowable Work Types**
Safety Grouping (Section 130 or HSIP-R)	Activities included as part of the Highway Railroad Grade Crossing program:	• Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings. • Reconstruction of existing railroad grade crossing structures. • Relocation of highways to eliminate grade crossings. • Installation of protective devices.
Grouping	**Function**	**Allowable Work Types**
Highway Infrastructure Program (HIP)	Provide flexible funding to address State and local transportation needs through the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.	Construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.
Grouping	**Function**	**Allowable Work Types**

National Highway System Infrastructure Grouping	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including	
Grouping	**Function**	**Allowable Work Types**
National Highway System Infrastructure Grouping National Highway System Infrastructure Grouping	• Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation.	• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: • Infrastructure-based intelligent transportation systems (ITS) capital improvements. • Traffic Management Center (TMC) operations and utilities. • Freeway service patrols. • Traveler information. • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of

		other infrastructure assets, such as signs, walls, and drainage structures. • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure. • Rail-highway grade crossing improvements. • Highway safety improvements: • Installation of new or improvement of existing guardrail. • Installation of traffic signs and signals/lights. • Spot safety improvements. • Sidewalk improvements. • Pedestrian and/or bicycle facilities. • Traffic calming and traffic diversion improvements. • Noise walls, • Wetland and/or stream mitigation, • Environmental restoration and pollution abatement, • Control of noxious weeds and establishment of native species.
Grouping	**Function**	**Allowable Work Types**
Surface Transportation Program Grouping	Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:	Activities previously authorized under the Surface Transportation Program (STP):
	Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:	Activities previously authorized under the Surface Transportation Program (STP): • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of

	• Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501,
	
	• Traffic operations on Federal-aid highways,
	
	• Bridge and tunnel improvements on public roads,
	
	• Safety improvements on public roads,
	
	• Environmental mitigation
	
	• Scenic and historic highway programs,
	
	• Landscaping and scenic beautification,
	
	• Historic preservation,
	
	• Infrastructure projects for improving non-driver access to public transportation and enhanced mobility,
	
	• Community improvement activities,
		highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance
		• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition
		• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps.
		• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
		  ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements.
		  ○ Traffic Management Center (TMC) operations and utilities.
		  ○ Freeway service patrols,
		  ○ Traveler information.
		• Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures
		• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure.
		• Rail - Highway grade crossing improvements

		• Highway safety improvements:
		  ○ Installation of new or improvement of existing guardrail.
		  ○ Installation of traffic signs and signals/lights.
		  ○ Spot safety improvements.
		
		• Sidewalk improvements,
		• Pedestrian and/or bicycle facilities,
		• Traffic calming and traffic diversion improvements,
		• Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C.. 101(A)(29), and Section 1122 of MAP-21.
		• Noise walls,
		• Wetland and/or stream mitigation,
		• Environmental restoration and pollution abatement,
		• Control of noxious weeds and establishment of native species

Surface Transportation Program Grouping	• Transportation Enhancement projects,	Activities previously authorized under the Transportation Enhancement Program: • Pedestrian and bicycle facilities, safety, and educational activities. • Acquisition of scenic easements and scenic or historic sites. • Scenic or historic highway programs, • Landscaping and other scenic beautification activities, • Historic preservation, • Rehabilitation and operation of historic transportation buildings, structures, or facilities, • Preservation of abandoned railway corridors, • Advertising, • Archaeological planning and research, • Environmental mitigation to address water pollution due to highway runoff or

		reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. • Establishment of transportation museums, • Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage.
	• Safe Routes to School (SRTS) projects,	Infrastructure related activities: • Sidewalk improvements • Traffic calming and speed reduction improvements • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements approximately within 2 miles of a school location.

Surface Transportation Program Grouping	• Safe Routes to School (SRTS) projects,	Non-infrastructure related activities:
		• Public awareness campaigns and outreach to press and community leaders.
		• Traffic education and enforcement in the vicinity of schools
		  ○ Student sessions on bicycle and pedestrian safety, health, and environment
		  ○ Funding for training, volunteers, and managers of safe routes to school program.

Surface Transportation Program Grouping	• Transportation Alternatives projects, • On- and off-road pedestrian and bicycle facilities,	Activities previously authorized under the Transportation Alternatives Program (TAP): • Transportation Alternatives projects, construction, planning, and design of on-road and off-road trail facilities for

		pedestrians, bicyclists, and other non-motorized forms of transportation, including: ○ Sidewalk improvements. ○ Bicycle infrastructure. ○ Pedestrian and bicycle signals. ○ Traffic calming techniques. ○ Lighting and other safety-related infrastructure. ○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
	• Transportation Alternatives projects,	• Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs • Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users • Construction of turnouts, overlooks, and viewing areas
Surface Transportation Program Grouping	• Transportation Alternatives projects,	Community improvement activities, which include but are not limited to: • Inventory, control, or removal of outdoor advertising. • Historic preservation and rehabilitation of historic transportation facilities. • Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control. • Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the U.S.C.

Surface Transportation Program Grouping	• Transportation Alternatives projects,	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: • Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff. • Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
	• Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.	• SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
Surface Transportation Program Grouping	• Recreational Trail Program projects,	Recreational Trails Program activities under 23 U.S.C. 206. • Maintenance and restoration of existing recreational trails • Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails • Purchase and lease of recreational trail construction and maintenance equipment • Construction of new recreational trails • Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors • Assessment of trail conditions for accessibility and maintenance

		• Development and dissemination of publications and operation of educational programs to promote safety and environmental protection • Payment of costs to the State incurred in administering the program
Grouping	**Function**	**Allowable Work Types**
Workforce Development, Training, and Education Grouping	Surface transportation workforce development, training, and education activities.	• Direct educational expenses (not including salaries) in connection with the education and training of transportation employees • National Highway Institute (NHI) course participation • College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation • Local technical assistance programs (LTAP)

2.7 Advance Construction

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

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

3 Public Participation, Coordination, and Consultation

3.1 Public Participation

Public involvement is a critical element in the development of plans and programs by the MTPO. The TIP is an important document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years. The Kingsport MTPO Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP and other documents. The full PPP is available on the MTPO website at https://www.kingsporttn.gov/wp-content/uploads/2019/09/KingsportMTPO_PPP_08.08.19.pdf.

Throughout the development of the LRTP and the TIP, the public and interested stakeholders are given opportunities to review the draft documents and provide feedback. Since all projects included in the TIP must be in the LRTP or consistent with the LRTP, the public has already been made aware of planned projects. Following the process outlined in the PPP, before final adoption, the draft TIP is available for public review and comment for a minimum of ten (10) calendar days from the date of the public notice. All meetings, public hearings, and comment periods for the TIP are published on the MTPO website. In addition, the MTPO may post notices on social media, in other publications, and send news releases and media alerts as needed.

Development of the new TIP was first discussed at the MTPO Executive Board meeting on February 7, 2019. A Call for Projects was emailed to Kingsport MTPO member jurisdictions and announced on the MTPO website on February 22, 2019 and was also published in the *Kingsport Times-News* on February 24, 2019. The public review and comment period was held October 11, 2019 through October 25, 2019. This public review period was announced on October 10, 2019 on the MTPO website and via email to stakeholders, partners, and interested parties. The document was updated based on comments received during this period. The updated document was released on October 30, 2019 for an additional review period of eight days prior to adoption on November 7, 2019. A list of the changes was been compiled and presented to the Executive Board. In the event the Executive Board determines there are significant unresolved comments, it may defer adoption of the program until a subsequent meeting. If the TIP document changes significantly, the Executive Board may request an additional review period to allow the public the opportunity to comment on the revisions.

During the public review period, paper copies of the draft TIP document are available at Kingsport City Hall, the Kingsport Public Library, and the MTPO office. The draft and final TIP documents are also available on the Kingsport MTPO website at https://www.kingsporttn.gov/city-services/kmtpo/plans-and-documents/tip/.

3.2 Consultation with Other Agencies

During development of the LRTP and TIP, the MTPO is required to consult and coordinate, as appropriate, with agencies and officials responsible for other planning activities within the MPA. Consultation and consideration of other related planning activities that are affected by transportation includes agencies and officials representing State and local planned growth, economic development, tourism,

environmental protection, airport operations, freight movers, recipients of Federal Transit Administration (FTA) funds, and other similar agencies. This consultation process, required by CFR Section 450.316, will help identify effective mitigation strategies for potential impacts of projects included in the Kingsport MTPO LRTP and TIP. Coordination with these agencies is primarily conducted through email correspondence but may also consist of phone calls or face to face meetings. These agencies are included in our email distribution list so they receive notices of MTPO meetings or other events and also receive notice of the development of MTPO plans/programs, including public review/comment periods. Before it was adopted, the TIP was available for public review and comment. This includes the draft document being emailed directly to stakeholders, partners, and interested parties for review. The public participation process shall be coordinated with the statewide transportation public involvement process through review and communication wherever possible. The Kingsport MTPO Interagency Consultation List is available in the PPP.

3.3 Title VI, Environmental Justice, ADA

Title VI, Environmental Justice, and the Americans with Disabilities Act (ADA) are priorities in all processes and projects of the Kingsport MTPO. Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The MTPO and the local transit systems maintain Title VI reporting requirements for appropriate Federal and State agencies to assess current and proposed projects in relation to the requirements of Title VI. Correspondingly, Environmental Justice Executive Order 12898 of 1994 affirms "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Additionally, the Department of Transportation (DOT) updated Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which provides directives about how Environmental Justice communities are to be addressed in the planning process.

As part of FHWA's regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, the FHWA ensures that recipients of Federal aid and State and local entities that are responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program activity, service, or benefit they provide to the general public and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way system.

In the fall of 2016 each city and county in Tennessee received a letter from TDOT explaining FHWA-TN informed TDOT that they must ensure every city and county with fifty (50) or more employees must complete an ADA Transition Plan and Self-Evaluation in order to receive Transportation Funds. The Transition Plan must be completed and submitted by December 2019 or the agency risks losing TDOT funding. The table below gives the current status of ADA Transition Plans and Self-Evaluations for Kingsport MTPO's member jurisdictions with fifty (50) or more employees.

ADA TRANSITION PLAN COMPLIANCE STATUS				
	City of Kingsport	Hawkins County	Sullivan County	Washington County
Has the agency identified an ADA Coordinator?	Yes	Yes	Yes	Yes
Has the agency developed and published and ADA Grievance procedure?	Yes	Yes	Yes	Yes
Has the agency completed a self-evaluation in accordance with the ADA and the Rehabilitation Act?	Yes	Yes	Yes	Yes
What is the status of the agency's ADA Transition Plan?	In Progress – will be completed in calendar year 2019	In Progress – will be completed within proper timeframe	In Progress – will be completed within proper timeframe	Complete

All projects using Federal highway trust funds for the Kingsport MTPO must comply with Title VI, Environmental Justice, and the ADA.

3.4 Annual Listing of Obligated Projects

At the end of each federal fiscal year, the MTPO makes available to the public an obligation report or listing of projects for which federal funds have been obligated in the preceding fiscal year (October 1 through September 30). The list will be consistent with the funding categories identified in the TIP. The list will be distributed and discussed at the Executive Board meeting. The report is available on the MTPO website at https://www.kingsporttn.gov/city-services/kmtpo/plans-and-documents/obligated-projects/.

4 TIP Amendments and Administrative Modifications

The TIP is subject to changes throughout the life of the document. These revisions may be due to changes in project scope, added funding for project phases, shifts in funding from one phase to another, additions of entirely new projects, changes in funding source(s), changes in scheduling, and other factors. The TIP may be changed at any time through two processes: an amendment or an administrative modification. At present, the Kingsport MTPO MPA is designated as "attainment" by the Environmental Protection Agency (EPA) and is not required to develop a regional air quality conformity finding.

An amendment to the TIP is a revision that involves a major change to a project or the overall program and must meet the requirements of 23 CFR 450.316, 23 CFR 450.326, and 23 CFR 450.328 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment also requires approval of the MTPO Executive Board, review by TDOT or VDOT, and approval by FHWA/FTA. An administrative modification is a minor change to the approved TIP. These changes do not require public review and comment or re-demonstration of fiscal constraint. Administrative modification information is sent to TDOT or VDOT and FHWA/FTA for review but does not require action

by the MTPO Executive Board. More information to determine if a change is an amendment or an administrative modification follows.

The policy outlined by TDOT for Tennessee MPO programmed projects includes a sliding scale for changes to the total costs of projects to determine which category of revision is required.

TDOT PROJECT COST THRESHOLDS		
Total Project Cost of all Phases Programmed in the TIP	**Amendment**	**Administrative Modification**
Up to $2 million	≥ 75%	< 75%
$2 million to $15 million	≥ 50%	< 50%
$15 million to $75 million	≥ 40%	< 40%
$75 million and above	≥ 30%	< 30%

TDOT TIP Amendment Examples:

- A major change in the total project cost (see TDOT Project Cost Threshold table above).
- Adding a new project or deleting a programmed project.
- A major change in the scope of a project. Examples include, but are not limited to, changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category for transit funding, or changing termini.
- A change requiring a new regional air quality conformity finding, where applicable.

TDOT TIP Administrative Modification Examples:

- A minor change in the total project cost (see TDOT Project Cost Threshold table above).
- A minor change in project description/termini for clarification that does not change the project scope.
- Shifting funds between projects within the TIP (see TDOT Project Cost Threshold table above).
- Adding funds already identified in the TIP in an existing project or as available funds (see TDOT Project Cost Threshold table above).
- Adding a project phase to a project in the TIP (see TDOT Project Cost Threshold table above).
- Moving a project from year to year within the TIP.
- A minor change that does not or will not alter the air quality conformity finding, where applicable.
- Changes requested by FHWA/FTA as to the withdrawal or re-establishment of funds in the TIP.
- Moving funds between similarly labeled groupings, regardless of the percentage change.
- Adjustments in revenue to match actual revenue receipts.

For Virginia funded projects, a sliding scale establishes limits where amendments will be required and is based on the specific phase being authorized.

VDOT Amendment or Administrative Modification Scale

VDOT AMENDMENT OR ADMINISTRATIVE MODIFICATION SCALE	
TIP/STIP Estimate Amount	**Limit Requiring Amendment**
Up to $2 million	100%
>$2 million to $10 million	50%

>$10 million to $20 million	25%
>$20 million to $35 million	15%
>$35 million	10%*

*Not to exceed $10 million

VDOT TIP Amendment Examples:

- Adding a new project or deleting a programmed project.
- Change in project phasing.
- A significant change in project description or scope.
- Any change which is not air quality neutral.
- Funding changes greater than allowable under the sliding scale.

VDOT TIP Administrative Modification Examples:

- Minor changes in project description.
- Moving a project from year to year within the TIP.
- Minor changes within a project phase.
- Funding changes less than the threshold established in the sliding scale.

5 Performance-Based Planning and Programming

Performance-based planning was first emphasized in the 2012 transportation funding authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and is continued through the current Fixing America's Surface Transportation Act (FAST Act). The bills direct the use of a performance-based planning and programming (PBPP) process to form strategic transportation investment decisions with a focus on achieving performance outcomes. A PBPP process can serve to encourage progress toward the region's desired multimodal transportation system in addition to its link to national goals. Through data collection and monitoring of the transportation system's performance, transportation agencies can strategically allocate resources to critical need areas. Investing in projects based on their ability to meet established goals is a key element of a PBPP process.

Section 2.3 of this document defines seven (7) national goals that were established to address safety, infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays. To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3).

Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

These measures are outlined in 49 USC 625 and 23 CFR 490. The Kingsport MTPO has partnered with TDOT, VDOT, and the local transit providers by signing a Memorandum of Understanding (MOU) to

establish a cooperative process to develop, share, and report information related to performance measures and performance targets that will show progress toward national goals, which are explained in more detail below.

FEDERAL HIGHWAY PERFORMANCE MEASURES (23 CFR 490)			
Rulemaking	**National Goal**	**Performance Area**	**Performance Measures**
PM1	Safety	Injuries and Fatalities	• Number of fatalities • Fatality Rate (per 100 million vehicle-miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle-miles traveled) • Number of non-motorized fatalities and serious injuries
PM2	Infrastructure Condition	Pavement Condition	• % of pavement on the Interstate System in good condition • % of pavement on the Interstate System in poor condition • % of pavement on the non-Interstate NHS in good condition • % of pavement on the non-Interstate NHS in poor condition
		Bridge Condition	• % of NHS bridges classified as in good condition • % of NHS bridges classified as in poor condition
PM3	System Reliability	System Performance: Performance of the National Highway System (NHS)	• % of person-miles traveled on the Interstate System that are reliable • % of person-miles traveled on the non-Interstate NHS that are reliable
	Freight Movement and Economic Vitality	System Performance: Freight Movement of the Interstate System	Truck Travel Time Reliability index
	Congestion Reduction	System Performance: Traffic Congestion	• Annual hours of peak hour excessive delay per capita • % of non-single occupant vehicle travel
	Environmental Sustainability	System Performance:	Total emissions reduction

FEDERAL TRANSIT PERFORMANCE MEASURES (49 USC 625)		
National Goal	**Performance Area**	**Performance Measures**
Infrastructure Condition	Equipment	% of vehicles that have met or exceeded their Useful Life Benchmark
	Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark
	Infrastructure	% of track segments with performance restrictions
	Facilities	% of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

5.1 Safety Performance Measures (PM1)

The FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM1) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. TDOT and VDOT established statewide safety performance targets and the MTPO adopted the initial targets, for both Tennessee and Virginia, at the February 8, 2018 Executive Board meeting. These targets will be updated and adopted annually. The MTPO adopted the updated targets, for both Tennessee and Virginia, at the February 7, 2019 Executive Board meeting.

TENNESSEE/TDOT SAFETY (PM1) TARGETS		
Performance Measures	**5 Year Rolling Average**	
	Baseline	**Target**
	2013-2017	**2015-2019**
Number of Fatalities	1001.2	1022.0
Fatality Rate	1.332	1.291
Number of Serious Injuries	7226.0	7374.6
Serious Injury Rate	9.622	9.324
Number of Non-motorized Fatalities and Serious Injuries	469.2	564.8

VIRGINIA/VDOT SAFETY (PM1) TARGETS		
Performance Measures	**Virginia Target Reduction by Percentage***	**MTPO Area Target**
		2019
Fatality Reduction/Number of Fatalities	-3.15%	1
Fatality Rate Reduction/Fatality Rate	-1.4%	1.07
Serious Injury Reduction/Number of Serious Injuries	1.15%	16
Serious Injury Rate Reduction/Serious Injury Rate	2.65%	25.92
Non-Motorized Reduction/Number of Non-motorized Fatalities and Serious Injuries	.3%	1
Vehicle Miles Traveled (VMT) % Increase	1.5%	NA

*Default is Virginia 5-year average target annual reduction. A positive value is a reduction and a negative value is an increase percentage.

5.2 Pavement and Bridge Condition Performance Measures (PM2)

The FHWA published the Pavement and Bridge Condition Measures (PM2) Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. TDOT and VDOT established statewide pavement and bridge condition targets by the May 20, 2018 deadline. The MTPO adopted the required 4-year targets, for both Tennessee and Virginia, at the November 1, 2018 Executive Board meeting.

TENNESSEE/TDOT PAVEMENT AND BRIDGE CONDITION (PM2) TARGETS			
Performance Measures	**Baseline**	**2-Year Target**	**4-Year Target**
Percentage of pavement on the Interstate System in good condition	75.6%	NA	60.0%
Percentage of pavement on the Interstate System in poor condition	0.14%	NA	1.0%
Percentage of pavement on the non-Interstate NHS in good condition	44.8%	42.0%	40.0%
Percentage of pavement on the non-Interstate NHS in poor condition	3.24%	4.0%	4.0%
Percentage of NHS bridges classified as in good condition	39.5%	36.0%	36.0%
Percentage of NHS bridges classified as in poor condition	4.9%	6.0%	6.0%

VIRGINIA/VDOT PAVEMENT AND BRIDGE CONDITION (PM2) TARGETS	
Performance Measures	**4-Year Target**
Percentage of pavement on the Interstate System in good condition	45%
Percentage of pavement on the Interstate System in poor condition	<3%
Percentage of pavement on the non-Interstate NHS in good condition	25%
Percentage of pavement on the non-Interstate NHS in poor condition	<5%
Percentage of NHS bridges classified as in good condition	33%
Percentage of NHS bridges classified as in poor condition	3%

5.3 System Performance Measures (PM3)

The FHWA published the System Performance Measures (PM3) Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. TDOT and VDOT established System Performance targets by the May 20, 2018 deadline. The MTPO adopted the required 4-year targets, for both Tennessee and Virginia, at the November 1, 2018 Executive Board meeting.

TENNESSEE/TDOT SYSTEM PERFORMANCE (PM3) TARGETS			
Performance Measures	**Baseline**	**2-Year Target**	**4-Year Target**
Interstate Reliability (percent of person-miles traveled on the Interstate System that are reliable)	87.7%	85.3%	83.0%
Non-Interstate NHS Reliability (percent of person-miles traveled on the non-Interstate NHS that are reliable)	NA	NA	87.5%
Freight Reliability (Truck Travel Time Reliability Index)	1.35	1.35	1.33
Traffic Congestion (Peak Hour Excessive Delay per Capita)	Not applicable to the Kingsport MTPO		
Traffic Congestion (Percent of Non-Single Occupancy Vehicle Travel)	Not applicable to the Kingsport MTPO		
Total Emissions Reductions	VOC = 230.025 kg/day NOx = 363.399 kg/day PM2.5 = 2.897 kg/day	VOC = 30.698 kg/day NOx = 62.840 kg/day PM2.5 = 0.120 kg/day	VOC = 61.396 kg/day NOx = 125.680 kg/day PM2.5 = 0.240 kg/day

VIRGINIA/VDOT SYSTEM PERFORMANCE (PM3) TARGETS	
Performance Measures	**4-Year Target**
Interstate Reliability (percent of person-miles traveled on the Interstate System that are reliable)	82%
Non-Interstate NHS Reliability (percent of person-miles traveled on the non-Interstate NHS that are reliable)	82.5%
Freight Reliability (Truck Travel Time Reliability Index)	1.56
Traffic Congestion (Peak Hour Excessive Delay per Capita)	26.7 hours/capita
Traffic Congestion (Percent of Non-Single Occupancy Vehicle Travel)	37.2%
Total Emissions Reductions for VOC	1.985 kg/day
Total Emission Reductions for NOx	4.23 kg/day

5.4 Transit Asset Management (TAM) and Transit Safety

The new Federal performance measurement requirement for transit agencies focuses on Transit Asset Management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administration's TERM scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

- A Tier I agency operates rail, OR has 101 vehicles or more across all fixed route modes combined during peak operation, OR has 101 vehicles or more in one non-fixed route mode during peak operation.
- A Tier II agency is a subrecipient of FTA 5311, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes during peak operation, OR has 100 vehicles or less in one non-fixed route mode during peak operation.

In Tennessee, TDOT has opted to sponsor a group TAM Plan for Tier II rural agencies. NET Trans has decided to adopt the TDOT plan and targets. Kingsport Area Transit Service (KATS) has developed their own plan and targets. In Virginia, the Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Mountain Empire Older Citizens (MEOC) has decided to adopt the DRPT plan and targets. All local transit agencies have adopted TAM targets and submitted TAM Plans to the MTPO. The MTPO adopted TAM Performance Targets at the September 20, 2018 Executive Board meeting.

The projects in this TIP support the TAM targets by programming funds that help achieve a strategic and systematic process for operating, maintaining, and improving public transit capital assets effectively throughout their entire life cycle.

NET Trans TAM Targets

TDOT Tier II Sponsored TAM Plan Performance Measurement Targets

Rolling Stock

TDOT utilizes the FTA default ULB for revenue vehicle targets.

Vehicle Type	FTA Default Useful Life Benchmark	TDOT-Set Performance Measure Target
Automobile (AO)	8	Less than 25% of automobiles will exceed the ULB
Bus (BU)	14	Less than 25% of buses will exceed the ULB
Cutaway Bus (CU)	10	Less than 25% of cutaway busses will exceed the ULB
Minivan (MV)	8	Less than 25% of minivans will exceed the ULB
Other Rubber Tire (OR)	14	Less than 25% of other rubber tire vehicles will exceed the ULB
Van (VN)	8	Less than 25% of vans will exceed the ULB

Equipment (Non-Revenue Service Vehicles)

TDOT utilizes the FTA default ULB for non–revenue service vehicles performance targets.

Vehicle Type	FTA Default Useful Life Benchmark	TDOT-Set Performance Measure Target
Non-Revenue/Service Automobile	8	Less than 25% of automobiles will exceed the ULB
Trucks/Other Rubber Tire	14	Less than 25% of other rubber tire vehicles will exceed the ULB

Facilities

TDOT utilizes the FTA TERM scale for facility conditioning targets.

Facility Type	FTA TERM RATING	TDOT-Set Performance Measure Target
Administrative/Maintenance	3	Less than 25% of Administrative Facilities will be below a 3
Passenger/Parking	3	Less than 25% of Administrative Facilities will be below a 3

KATS TAM Targets

KATS Transit Asset Management Targets

Vehicles	Quantity	# Vehicles > ULB	Current % Exceeed ULB	2018 Target %	2019 Target %
Fixed Route	12	0	0%	0%	0%
Demand Response	8	3	37.5	37.5%	12.5%
Staff Vehicles	2	0	0%	0%	50%
Facilities				**Targets With Rating > 3**	
Transit Station				100%	100%
Storage Facility				100%	100%
Trolley Barn				100%	100%

1)KATS Transit Station	Current Rating	2018 Target	2019 Target
Substructure	4	4	5
Shell	3	3	5
Interiors	4	4	5
Elevators	n/a	n/a	5
Plumbing	3	3	5
HVAC	3	3	5
Fire Protection	4	4	5
Electrical	4	4	5
Site	4	4	5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
2) Storage Facility	**Current Rating**	**2018 Target**	**2019 Target**
Substructure	4	4	4
Shell	3	3	3
Interiors	3	3	3
Elevators	n/a	n/a	n/a
Plumbing	n/a	n/a	n/a
HVAC	n/a	n/a	n/a
Fire Protection	n/a	n/a	n/a
Electrical	4	4	4
Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
3) Maintenance Facility (Trolley Barn)	**Current Rating**	**2018 Target**	**2019 Target**
Substructure	4	4	4
Shell	3	3	3
Interiors	4	4	4
Elevators	n/a	n/a	n/a
Plumbing	3.5	3.5	3.5
HVAC	3	3	3
Fire Protection	n/a	n/a	n/a
Electrical	4	4	4
Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
4) Equipment	**Current Rating**	**2018 Target**	**2019 Target**
*KATS does not own any equipment valuded $50,000 or more; therefore, there are no targets for this category.			

Gus Campbell

Kingsport Transit Executive Signature

9-12-18

Date

Definations

ULB	Useful Life Benchmark	
5	Excellent	No visible defects, new or near new condition-Still under warranty
4	Good	Good, but no longer new, may have slight defects or deteriorations, but is overall funtional
3	Adequate	Moderaely defective or deteriorated, but has not exceed useful life
2	Marginal	Defective or deteriorated, in need of repalcement, exceeded useful life
1	Poor	Criticall damaged or in need of immediate repair, well past useful life

MEOC TAM Targets

Virginia Department of Rail and Public Transportation

Mountain Empire Older Citizens (MEOC) TAM Targets

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2018 Target	2019 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	20%	15%
	BU - Bus	10%	10%
	CU - Cutaway	10%	10%
	MB - Minibus	25%	20%
	BR - Over-the-Road Bus	20%	15%
	TB - Trolley Bus	10%	10%
	VN - Van	25%	25%
Equipment			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%
	Trucks and other Rubber Tire Vehicles	25%	25%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%	10%
	Administrative Office	10%	10%
	Maintenance Facility	10%	10%
	Passenger Facilites	10%	10%

5.5 Linking PBPP to the LRTP and TIP

All projects utilizing federal funding in the TIP are selected from the region's Long Range Transportation Plan (LRTP), which was last updated in 2017. The MTPO uses the ten (10) Planning Factors and the seven (7) National Goals as guiding principles to select projects to include in the LRTP and TIP. Future updates to the LRTP will describe, in more detail, the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the performance targets, and report on progress made. The TIP must link investment priorities to the targets in the LRTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets. Projects are subject to a performance-based analysis, utilizing a variety of quantitative measures as well as staff analysis. Project selection criteria prioritize projects that promote safety and security with additional points being given if the project contains accommodations for alternative modes. Safety and security is a primary evaluation category for projects evaluated by the MTPO and included in

both the LRTP and the TIP. More information on project evaluation and selection can be found in this TIP in section 2.3 (Project Priorities and Criteria) and section 2.4 (Project Selection) and in the LRTP in section 2.3 (Project Evaluation Criteria) and Appendix II. The program of projects and investment priorities included in the TIP support all state performance measure targets.

6 Financial Plan

Each project listed in this TIP has a cost estimate assigned to it. Cost estimates are established by phase. As with the LRTP, these cost estimates were derived through consultation with local jurisdictions, consultants, Kingsport MTPO staff, TDOT, VDOT, and public transportation providers. A cost estimation tool, provided by TDOT, is available as a tool to calculate expected costs. Based on the Kingsport MTPO 2040 Long Range Transportation Plan, a 3% annual inflation rate was assumed. The MTPO provides this inflation rate to local jurisdictions to assist in cost estimation; however, project costs are ultimately left to the judgement of the sponsoring agency due to primary project knowledge, the variety of inflationary pressures by project type and schedule, and knowledge of historical. All revenues and expenditures reflect year of expenditure (YOE) dollars. Most transportation projects are funded with a combination of Federal, State, and Local funds. The financial plan for this TIP is based on an annual comparison of reasonably available revenues to the calculated costs various project phases are expected to incur, with the understanding that these costs will not exceed available revenues. The projects in this TIP have been funded in accordance with current and proposed revenue sources. TDOT, VDOT, and local jurisdictions and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

6.1 Fiscal Constraint

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. This includes identifying eligible Federal, State, and Local funding sources. The TIP is considered fiscally constrained when all the programmed project costs do not exceed the available or anticipated revenues. Detailed financial breakdowns are included in the Summary Tables on page 61 (highway projects) and page 71 (transit projects) in the Project Section of this document. The total amount of money available in each funding category is shown, as well as the total amount of programmed expenditures and remaining funds by funding source by year. The tables show that the programmed expenditures are within the balance of expected fund allocations in accordance with the requirements of the FAST Act. If funding revenues change, the TIP will be modified or amended when necessary.

6.2 Federal Funding

The greatest funding source for highway and road projects, as well as public transportation, is from the Federal government. Surface transportation authorization acts authorize spending for transportation programs and funding apportionments at the Federal level. Over the years, new transportation authorizations have eliminated, consolidated, or created transportation funding programs. The FAST Act was signed into law on December 4, 2015 providing surface transportation program funding for Federal fiscal years 2016 through 2020. The following list summarizes the major funding categories available for transportation projects in the TIP. Although all of these funding sources may not be in the current TIP, this information is provided to educate stakeholders on some of the funding types that are available. For

additional information regarding the Federal share of these and other funding programs, visit https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.cfm.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the National Ambient Air Quality Standards (NAAQS). Funding ratio = 80%-90% Federal, 10%-20% Non-Federal. At the discretion of the state, funding may be up to 100% Federal (23 USC 120).

Emergency Relief Program (ER) – Provides funding for emergency repairs and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. Funding ratio = 80%-100% Federal, 0%-20% Non-Federal.

Federal Lands and Tribal Transportation Programs (FLTP) (FLAP) – Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) provide funding for roads providing access to and within Federal and Indian Lands. Funding ratio = 80-100% Federal, 0%-20% Non-Federal.

Highway Safety improvement Program (HSIP) – Provides funding to achieve a significant reduction in the traffic fatalities and serious injuries on all public roads including non-state owned public roads. The program provides flexibility for states to target funds to their most critical safety needs. This program requires a data-driven, strategic approach to improving highway safety and projects must be consistent with the State Strategic Highway Safety Plan (SHSP). Under the provisions of USC Section 154, Open Container Transfer Provision, states are required to enact a law that prohibits the possession of open alcohol beverages in the passenger area of motor vehicles. Funding ratio = 90% Federal, 10% Non-Federal (except as provided in 23 USC 120 and 130). States that fail to enact an open container law have a portion of their highway funds transferred to the **Penalty Highway Safety Improvement Program (PHSIP)/Section 154 Funds** for HSIP eligible activities. A portion of the funds extracted from the highway funds that TDOT receives are shared with the Tennessee Highway Safety Office. Funding ratio = 100% Federal, 0% non-Federal.

National Highway Freight Program (NHFP) – Funds are apportioned among states by formula for freight related highway improvements. Under the program, states will designate a national freight network comprised of the interstate system and other roads, both urban and rural, that are critical to the safe and efficient shipment of freight. States are required to establish a freight advisory committee and develop a state freight investment plan to be eligible for funding. Funding ratio = 80%-90% Federal, 10%-20% Non-Federal.

National Highway Performance Program (NHPP) – Provides funding to support the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. Funding distributed to each state is based on lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the state's highways, and per capita principal arterial lane-miles. Funding ratio = 80%-90% Federal, 10%-20% Non-Federal.

Surface Transportation Block Grant Program (STBG) – Provides a flexible funding program for planning, construction, reconstruction, and rehabilitation that may be used by states and localities for projects on any Federal-aid Highway and bridge projects on any public road. These funds can also be used for non-highway projects such as transit capital projects and pedestrian/bicycle facilities. Generally, STBG funds cannot be used on local roads or rural minor collectors; however, a number of exceptions to this requirement are identified in the FAST Act. STBG funds are distributed to the states based on lane-miles of Federal-aid highways, total vehicle-miles traveled on those highways, and contributions to the Highway Trust Fund. Funding ratio = 80%-90% Federal, 10%-20% Non-Federal.

Transportation Alternatives – This program is a set-aside in the STBG program for alternative transportation projects such as pedestrian and bicycle facilities, recreational trails, historic preservation, environmental mitigation, etc. Funding ratio = 80%-90% Federal, 10%-20% non-Federal.

FTA Section 5307 Formula Grants – This is a formula grant program for urbanized areas (greater than 50,000 in population) providing capital, operating, and planning assistance for public transportation. Other eligible activities include job access and reverse commute projects. The funding formula is based on population, population density, and the number of low income individuals. Operators must maintain equipment and facilities according to the Transit Asset Management Plan. Funding ratios = **Capital** = 80% Federal, 20% Non-Federal; **ADA Capital** = 85% Federal, 15% Non-Federal; **Operating** = 50% Federal, 50% Non-federal.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – This is a competitive grant program for programs that service the special needs of transit-dependent populations beyond the traditional public transportation services or the complementary paratransit services of the Americans with Disabilities Act (ADA). Eligible activities include capital and operating projects that assist seniors and individuals with disabilities. Funding ratios = **Capital** = 80% Federal, 20% Non-Federal; **Operating** = 50% Federal, 50% Non-federal.

FTA Section 5311 Formula Grants – This is a formula grant program for rural areas (less than 50,000 in population) providing capital, operating, and planning assistance for public transportation. A majority of the funding is based on land area and population in rural areas with a small percentage apportioned based on revenue vehicle miles and number of low income individuals. Funding ratios = **Capital** = 80% Federal, 20% Non-Federal; **ADA Capital** = 85% Federal, 15% Non-Federal; **Operating** = 50% Federal, 50% Non-federal.

FTA Section 5339 Bus and Bus Facilities – This is a competitive grant program that provides capital funding to replace revenue vehicles and vehicle-related equipment to support the continuation of public transportation services. Funding ratios = **Capital** = 80% Federal, 20% Non-Federal; **ADA Capital** = 85% Federal, 15% Non-Federal.

6.3 Federal Apportionment

Apportionment is the Federal distribution of transportation funds to each State as prescribed by a statutory formula. Prior to MAP-21, each apportioned Federal program had its own formula for distribution and the Federal assistance received by the State was the sum of the amounts it received for each program. MAP-21, and subsequently the FAST Act, changed this process and provides a total combined Federal apportionment to each State and then divides that apportionment among the State's individual formula programs.

The division of Federal funding among States includes an adjustment, if needed, to ensure that each State receives an equitable return on its share of Federal gas tax contributions to the Highway Trust Fund. Previously, this minimum guarantee was apportioned to each State under the Equity Bonus Program as a separate funding category. With MAP-21 and the FAST Act, this funding adjustment is included in the statutory formula for each State's total Federal apportionment (prior to the division of a State's funding among the various programs).

6.4 State Funding

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

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

6.5 Local Funding

Local jurisdictions have demonstrated a continuing commitment in annually funding the local share of costs necessary to implement transportation projects and have included in the budget planning process any funding required for the local share of funds identified in the TIP. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems. Funding for Fiscal Year 2020 is appropriated through the legislative budget process. The remaining three years indicate the intent to include those projects in their respective budgets.

6.6 Operations and Maintenance Funding

The Kingsport MTPO and its member jurisdictions are committed to working closely with TDOT and VDOT to maintain the existing transportation infrastructure throughout the MTPO area. Both Tennessee and Virginia provide local jurisdictions funding for the maintenance of certain highways. In Virginia, most local roads are state routes so there is very little funding included within local government budgets. The allocation of maintenance funds is on a district wide basis and is based on the number of moving lane miles of highways; therefore, it is difficult to break out specific amounts for Gate City, Weber City, and Scott County individually. In Tennessee, state maintenance funds are distributed to local jurisdictions based on population to maintain state routes within city or county limits. At the local level, the two major sources of transportation revenue for operations and maintenance include the general fund and the issuance of bonds for major improvements or reconstruction. The interstate system is operated and maintained by the State Department(s) of Transportation. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities. This may include tasks such as pavement resurfacing and markings, street light repair/replacement, sidewalk repair, sinkhole repair, bridge repair, guardrail and sign replacement, and signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. These activities are not funded through or scheduled in the TIP but are included here for informational purposes and to demonstrate that jurisdictions and agencies have the

resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP. The following table provides the estimated annual revenue and costs by jurisdiction that falls within the MTPO boundary. These numbers are based on uncertain economic growth and actual numbers may vary. For future years, a conservative estimate of a one percent (1%) increase in the budget was used and is reflected in the Highway Funding Summary on page 61. In the event Federal transportation funds were to be made available for operations and maintenance, it would be identified in the TIP.

OPERATIONS AND MAINTENANCE ESTIMATED ANNUAL BUDGETS		
Jurisdiction	**Estimated Annual Revenues**	**Estimated Annual Costs**
City of Kingsport	$11,300,000	$11,300,000
Sullivan County (MTPO Area)	$3,300,000	$3,300,000
Hawkins County (MTPO Area)	$845,000	$845,000
Washington County (MTPO Area)	$465,000	$465,000
Church Hill	$1,300,000	$1,300,000
Mount Carmel	$350,000	$350,000
Virginia District (MTPO Area)	$600,000	$600,000

For Kingsport Area Transit Service (KATS), funds are spent on daily operation activities and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation system. The following table provides estimated annual operations and maintenance costs for KATS.

OPERATIONS AND MAINTENANCE ESTIMATED ANNUAL BUDGETS – PUBLIC TRANSPORTATION		
Jurisdiction	**Estimated Annual Revenues**	**Estimated Annual Costs**
Kingsport Area Transit Service (KATS)	$2,500,000	$2,500,000

7 Status of Projects in FYs 2017-2020 TIP

Status of Projects in FYs 2017-2020 TIP			
TIP # New TIP # TDOT PIN	**Project Name (Location)**	**Description**	**Status**
L-STBG-1 NA 115497.00	Netherland Inn/Stone Drive Connector (Kingsport)	Realign and reconstruct Union Street from Stone Drive to improve access to Netherland Inn Road.	Removed from TIP due to inactivity
L-STBG-3 NA 121031.00	Signalization of Intersection of SR-126 and Island Road (Kingsport)	Installation of new 4-way signal and associated equipment plus improvements to lane configuration.	Completed in 2018
L-STBG-4 KPT-2014-001 112965.00	Rock Springs Road Rebuild (Kingsport)	Reconstruction of portions of Rock Springs Road (SR-347) beginning at I-26 and ending at Cox Hollow Road.	Currently in ROW Phase

L-STBG-5 KPT-2015-002 123325.00	Main Street Rebuild (Kingsport)	Rebuild Main Street from Sullivan Street to Market Street.	Currently in PE-D Phase
L-STBG-6 NA 123791.00	Kingsport Press Road Resurfacing (Church Hill)	Resurface and ancillary improvements to Kingsport Press Road from SR-1/11W to Greenland Park Road.	Currently in CONST Phase
L-STBG-7 NA	Downtown Bulbout (Kingsport)	Intersection improvements/safety enhancements to intersection of Commerce Street and Market Street.	Removed from TIP – agency to complete in-house
L-STBG-8 NA 121579.00	Lynn Garden Drive (SR-36) Coordinated Signal System (Kingsport)	Installation of coordinated signal system along the Lynn Garden Drive (SR-36) corridor from SR-1/11W to Carters Valley Road.	Completed in 2018
L-STBG-9 KPT-2018-003 128742.00	Island Road Rebuild (Kingsport)	From SR-126 to near Golf Ridge Drive - Shifting road southeast, improving vertical and horizontal geometry. Leave current section of road for separated multimodal path.	Currently in PE-N Phase
L-STBG-10	Hammond Avenue (Mount Carmel)	Safety improvements including signage, pavement markings, guardrails, and other items eligible for 100% Federal reimbursement.	Currently in PE-N Phase
L-STBG-11 KPT-2019-004 128784.00	Greenbelt – West End (Kingsport)	Construct an approximate half mile extension of Kingsport Greenbelt west from end of current trail at Rotherwood Drive to Lewis Lane	Currently in PE-N Phase
L-STBG-12 KPT-2019-005	Resurfacing Grouping - Kingsport	Resurfacing of various functionally classified roadways including milling, grading, repairing, sidewalk ADA compliance as necessary, striping, and signage.	Project Initiation packet entered on eGrants 9/6/19.
TAP-1 118524.01	TAP Grant – Greenbelt East End (Kingsport)	Construct an approximate 1 mile extension of Kingsport Greenbelt east from end of current trail to Cleek Road.	Currently in CONST Phase
TN-1 TN-2019-006 126818.00	NHPP Grouping – Entire MTPO Area	National Highway Performance Program (NHPP) Grouping	Continuous
TN-2 TN-2019-007 126820.00	HSIP Grouping – Entire MTPO Area	Highway Safety Improvement Program (HSIP) Grouping	Continuous
TN-3 TN-2019-008 126819.00	STBG Grouping – Entire MTPO Area	Surface Transportation Block Grant Program (STBG) Grouping	Continuous

TN-5 NA 105467.01	SR-126 (Memorial Boulevard) – Phase I	From East Center Street in Kingsport to East of Cooks Valley Road - Widen 2-lane to 4-lane, 5-lane, and 3-lane	Currently in ROW Phase
TN-6 NA 114173.00	Interstate 81 Truck Climbing Lane	Northbound truck climbing lane from just East of the bridge over Patrick Henry Lake to the Airport Parkway (SR-357) interchange.	Completed in 2018
TN-7 NA 105467.02	SR-126 (Memorial Boulevard) – Phase II	From East of Cooks Valley Road to I-81 – Construct a 3-lane section from East of Cooks Valley Road to Harr Town Road and a 2-lane section from Harr Town Road to I-81	Currently in PE-D Phase
TN-8 TN-2011-011 112834.01	SR-93	From near Davis Road to near Fire Hall Road – Flatten the existing horizontal curves and improve intersection sight distance, widen from 2 to 3 lanes with curb and gutter and sidewalks.	Currently in ROW Phase

8 Project Pages

How to Read a TIP Project Page

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

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

Remarks	Amendment # 20	Admin Modification #	21
22			

23 - LOCATION MAP

1 Project number assigned by the Kingsport MTPO*
2 Project number assigned by TDOT or VDOT (if available)
3 Local level of priority for the project
4 The agency responsible for development/administration of the project
5 County where project is located
6 Length of project
7 Project number and/or page number in the Kingsport MTPO LRTP
8 If the project is subject to air quality standards (our area is in attainment)
9 Project name or highway route number
10 Total cost of the project for all phases
11 Beginning and ending location of the project
12 Description of the project
13 Federal fiscal year the project phase is programmed
14 Phase of work programmed (PE-N, PE-D, ROW, CONST, etc.)
15 Funding source being utilized
16 Total amount of funds for the identified project phase
17 Amount of Federal funds programmed for the identified project phase
18 Amount of State funds programmed for the identified project phase
19 Amount of Local funds programmed for the identified project phase
20 Reference to any TIP Amendments on the project
21 Reference to any TIP Administrative Modifications on the project
22 Any additional project notes or comments
23 Location map provides a visual guide of where the project is

* Project Numbers are in the following format:
Prefix: KPT, TN, VA, or PT indicates if the project is a Kingsport MTPO (KPT), state (TN or VA), or Public Transit (PT) project.
Four Digit Number: Calendar year the project was first placed in the TIP. **Three Digit Number:** Random three digit number.

TIP #	KPT-2014-001	**TDOT PIN / VA UPC**	112965.00	**Priority**		**Lead Agency**	TDOT
STIP #	2082040						
County	Sullivan	**Length**	1.2 miles	**LRTP#**	Page #4-5	**Conformity Status**	NA
Route/Project Name	SR-347 (Rock Springs Road)					**Total Project Cost**	$10,500,000
Termini or Intersection	Rock Springs Road from Cox Hollow Road (LM 9.52) to I-26/US 23 (LM 10.73)						
Project Description	Reconstruct existing 2-lane roadway to include a center turn lane, paved shoulder, and other geometric improvements at select locations/intersections						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-D	L-STBG	$400,000	$320,000	$80,000	$0

Remarks **Amendment #** **Admin Modification #**

Kingsport MTPO will provide $2.0 million in ROW and PE. TDOT has agreed to complete the project per state route.
L-STBG funds obligated previously = PE-N = $280,000 (FY16)

TIP #	KPT-2015-002	**TDOT PIN / VA UPC**	123325.00	**Priority**		**Lead Agency**	City of Kingsport
County	Sullivan	**Length**	1.1 miles	**LRTP#**	Page # 4-6	**Conformity Status**	NA
Route/Project Name	Main Street Kingsport Rebuild					**Total Project Cost**	$6,000,000
Termini or Intersection	Main Street from Sullivan Street to Market Street						
Project Description	Resurfacing, repairing curb, sidewalk, additions of bulbouts, ADA enhancements, removal of rail siding, diamond grinding, specific areas of sub-surface repair and rebuild.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-D	L-STBG	$30,000	$24,000	$0	$6,000
FY20	ROW	L-STBG	$100,000	$80,000	$0	$20,000
FY20	CONST	L-STBG	$5,192,830	$4,154,264	$0	$1,038,566

Remarks **Amendment #** **Admin Modification #**

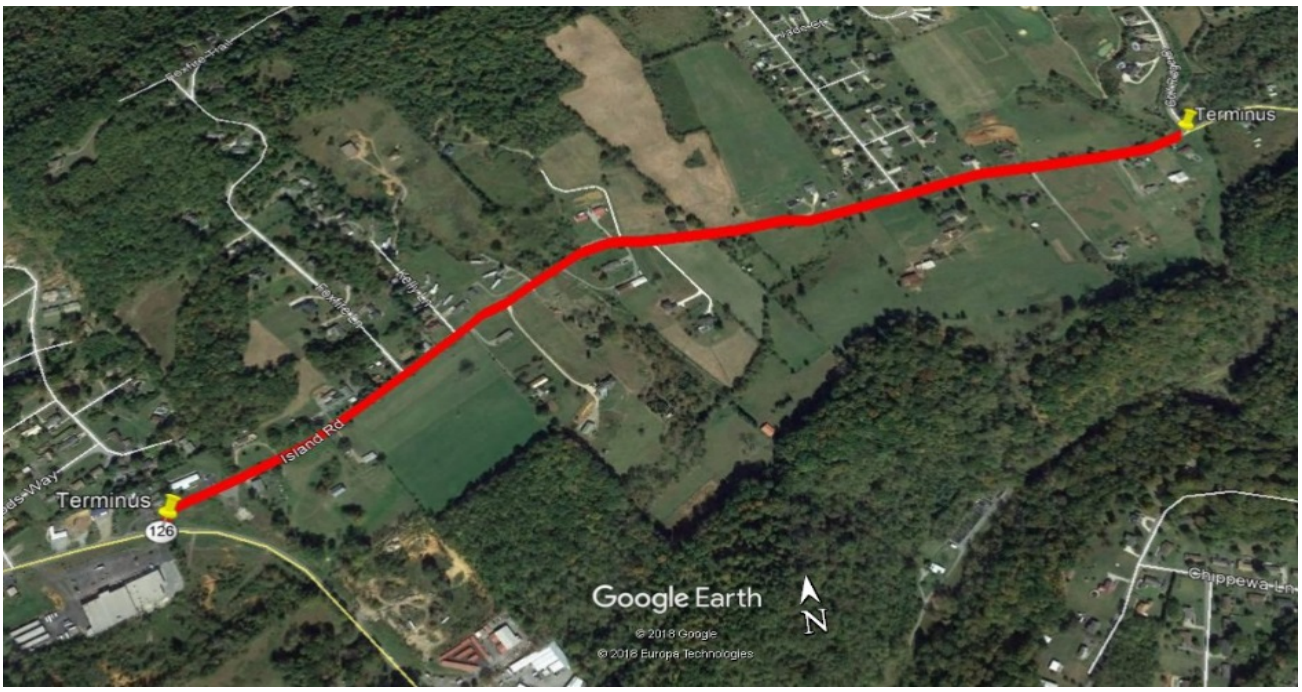
L-STBG funds obligated previously - PE-N = $118,400 (FY16) and PE-D = $423,336 (FY17)

TIP #	KPT-2018-003	**TDOT PIN / VA UPC**	128742.00	**Priority**		**Lead Agency**	City of Kingsport
County	Sullivan	**Length**	1 mile	**LRTP#**	Page #4-6	**Conformity Status**	NA
Route/Project Name	Island Road Rebuild					**Total Project Cost**	$3,500,000
Termini or Intersection	SR-126 to Kingsport City Limits near Gold Ridge Drive						
Project Description	Shifting road southeast, improving vertical and horizontal geometry. Leaving the current section of road and converting to a separated buffered multimodal path.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-D	L-STBG	$150,000	$120,000	$0	$30,000
FY21	ROW	L-STBG	$700,000	$560,000	$0	$140,000
FY22	CONST	L-STBG	$2,500,000	$2,000,000	$0	$500,000

Remarks **Amendment #** **Admin Modification #**

L-STBG funds obligated previously - PE-N = $120,000 (FY19)

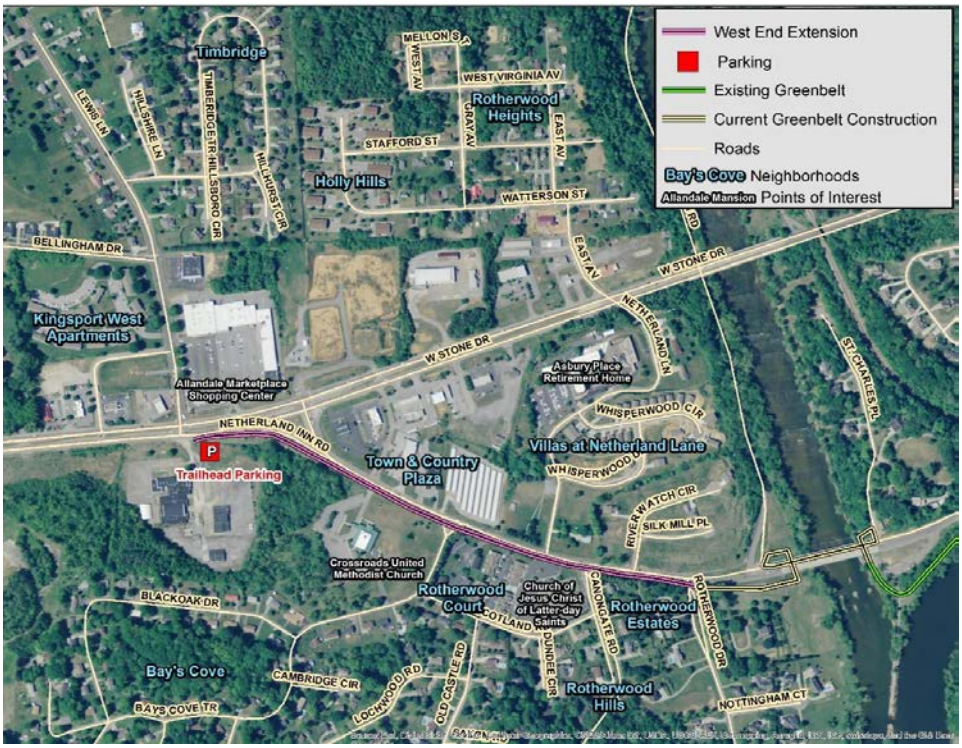


TIP #	KPT-2019-004	**TDOT PIN / VA UPC**	128784.00	**Priority**		**Lead Agency**	City of Kingsport
County	Hawkins	**Length**	approx 0.5 mile	**LRTP#**	Page #7-2	**Conformity Status**	NA
Route/Project Name	Kingsport Greenbelt - West End Extension					**Total Project Cost**	$1,014,000
Termini or Intersection	Rotherwood Drive to Lewis Lane						
Project Description	Construct an approximate half mile extension of Kingsport Greenbelt walking and biking path west from the end of current Greenbelt at Rotherwood Drive to Lewis Lane.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-D	L-STBG	$70,000	$56,000	$0	$14,000
FY20	ROW	L-STBG	$144,000	$115,200	$0	$28,800
FY21	CONST	LOCAL	$800,000	$0	$0	$800,000

Remarks **Amendment #** **Admin Modification #**

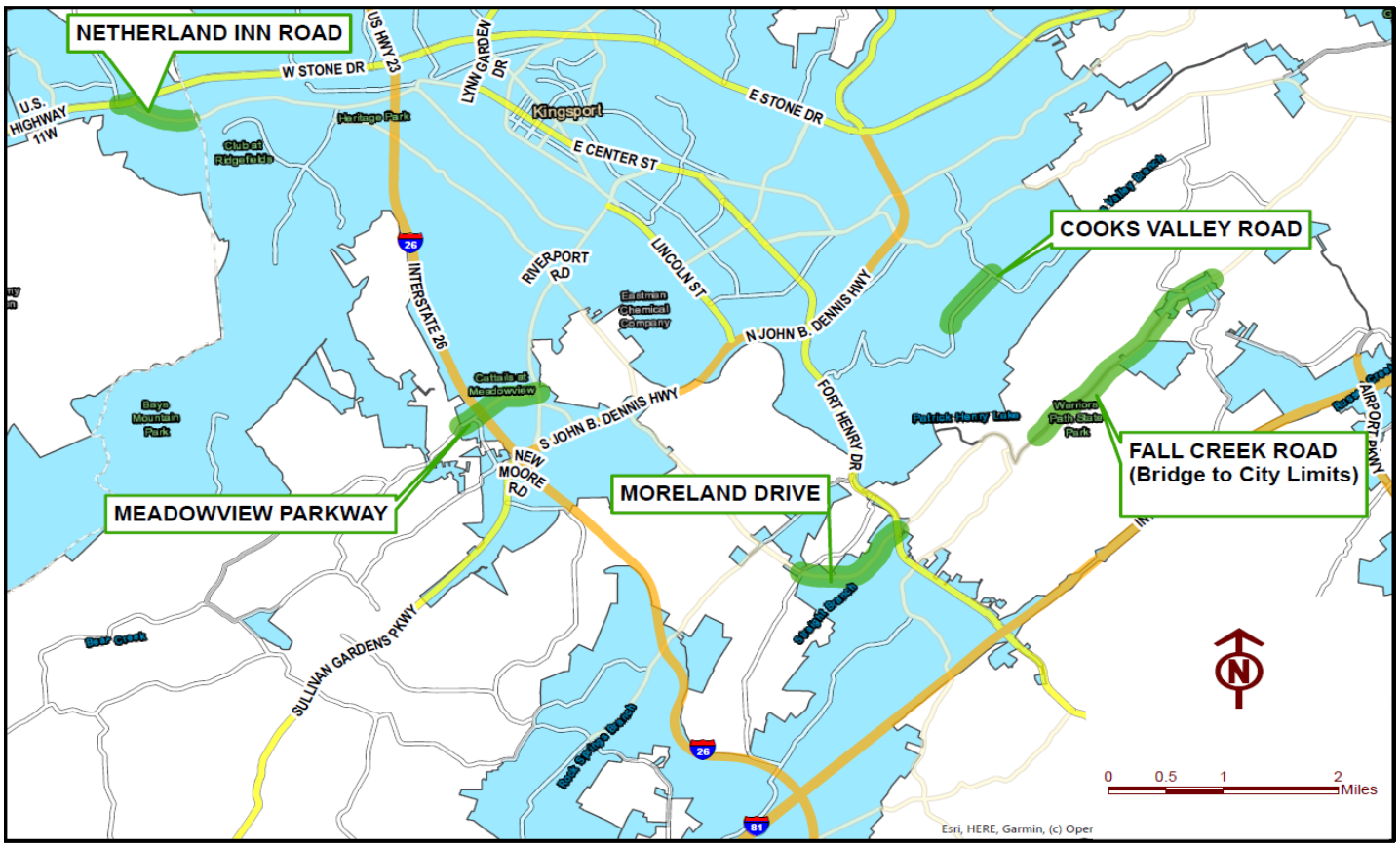
Applied for TAP Grant for CONST phase. If received, will complete an adjustment to change the Funding Type for CONST phase.
L-STBG funds obligated previously - PE-N = $24,000 (FY19)



TIP #	KPT-2019-005	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan/Hawkins	**Length**	Varied	**LRTP#**	Section 2.2 & 6.3.1	**Conformity Status**	
Route/Project Name	Resurfacing Grouping					**Total Project Cost**	$2,500,000
Termini or Intersection	City of Kingsport						
Project Description	Resurfacing of various functionally classified roadways including milling, grading, repairing, sidewalk ADA compliance as necessary, striping, and signage.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-N, PE-D, ROW, CONST	L-STBG	$2,500,000	$2,000,000	$0	$500,000

Remarks	**Amendment #**		**Admin Modification #**



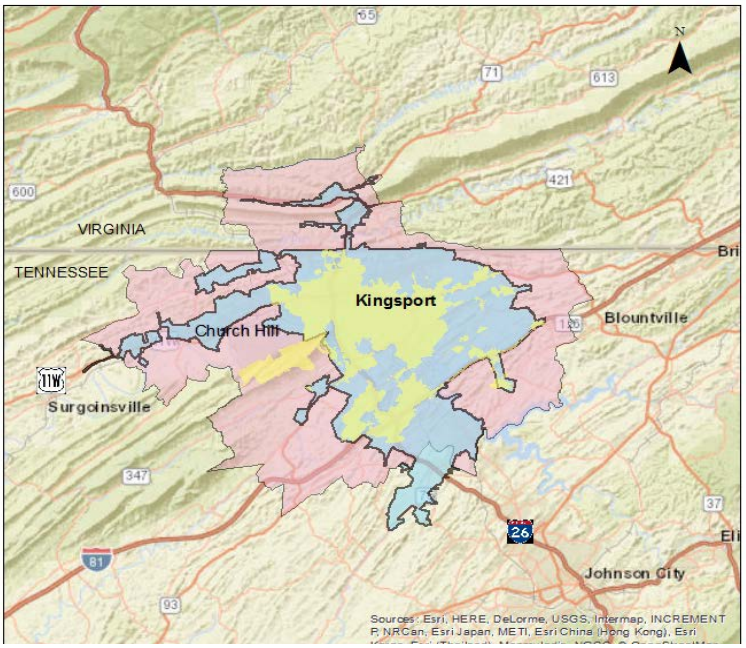
TIP #	TN-2019-006	**TDOT PIN / VA UPC**	126818.00	**Priority**		**Lead Agency**	TDOT
STIP #	2082110						
County	Sullivan, Hawkins	**Length**		**LRTP#**	Page # 6-2	**Conformity Status**	NA
Route/Project Name	National Highway Performance Program (NHPP) Grouping					**Total Project Cost**	$700,000
Termini or Intersection	Kingsport MTPO - Sullivan County and Hawkins County						
Project Description	See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE, ROW, CONST	NHPP	$245,000	$196,000	$49,000	$0
FY21	PE, ROW, CONST	NHPP	$210,000	$168,000	$42,000	$0
FY22	PE,ROW, CONST	NHPP	$140,000	$112,000	$28,000	$0
FY23	PE, ROW, CONST	NHPP	$105,000	$84,000	$21,000	$0

Remarks **Amendment #** **Admin Modification #**

Legend

- Kingsport City Limits
- Kingsport UZA 2010
- Kingsport MTPO Planning Area



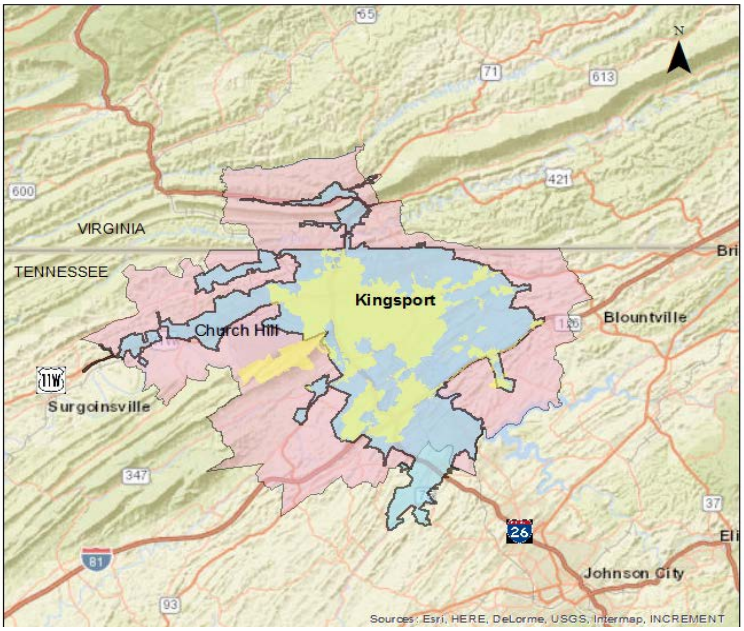
TIP #	TN-2019-007	**TDOT PIN / VA UPC**	126820.00	**Priority**		**Lead Agency**	TDOT
STIP #	2082135						
County	Sullivan, Hawkins	**Length**		**LRTP#**	Page # 6-2	**Conformity Status**	NA
Route/Project Name	Highway Safety Improvement Program (HSIP) Grouping					**Total Project Cost**	$251,000
Termini or Intersection	Kingsport MTPO - Safety (Highway Hazard Elimination)						
Project Description	See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE, ROW, CONST	HSIP	$93,750	$84,375	$9,375	$0
FY20	PE, ROW, CONST	HSIP-R	$425	$383	$43	$0
FY21	PE, ROW, CONST	HSIP	$78,125	$70,313	$7,813	$0
FY21	PE, ROW, CONST	HSIP-R	$350	$315	$35	$0
FY22	PE, ROW, CONST	HSIP	$46,875	$42,188	$4,688	$0
FY22	PE, ROW, CONST	HSIP-R	$150	$135	$15	$0
FY23	PE, ROW, CONST	HSIP	$31,250	$28,125	$3,125	$0
FY23	PE, ROW, CONST	HSIP-R	$75	$68	$8	$0

Remarks	**Amendment #**		**Admin Modification #**	

Legend

- Kingsport City Limits
- Kingsport UZA 2010
- Kingsport MTPO Planning Area



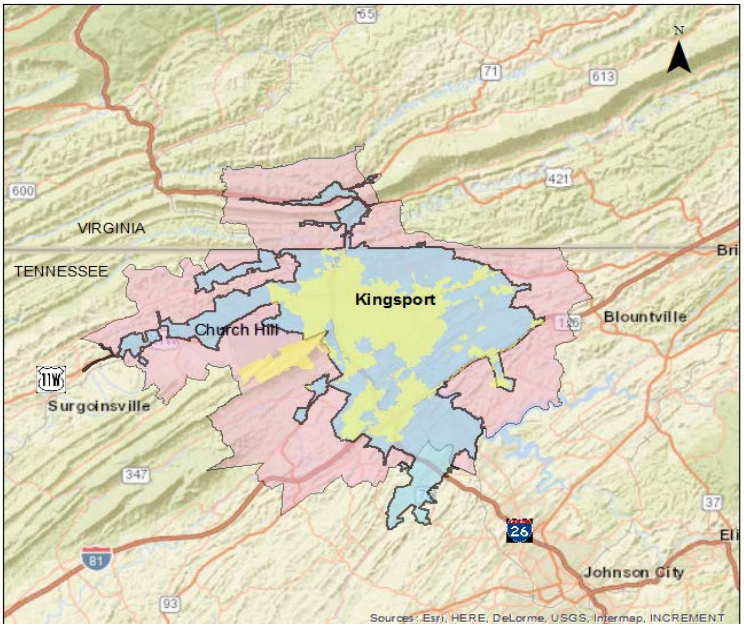
TIP #	TN-2019-008	**TDOT PIN / VA UPC**	126819.00	**Priority**		**Lead Agency**	TDOT
STIP #	2082115						
County	Sullivan, Hawkins	**Length**		**LRTP#**	Page # 6-3	**Conformity Status**	NA
Route/Project Name	Surface Transportation Block Grant (STBG) Grouping					**Total Project Cost**	$250,000
Termini or Intersection	Kingsport MTPO - Sullivan County and Hawkins County						
Project Description	See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE, ROW, CONST	STBG	$87,500	$70,000	$17,500	$0
FY21	PE, ROW, CONST	STBG	$75,000	$60,000	$15,000	$0
FY22	PE,ROW, CONST	STBG	$50,000	$40,000	$10,000	$0
FY23	PE, ROW, CONST	STBG	$37,500	$30,000	$7,500	$0

Remarks **Amendment #** **Admin Modification #**

Legend

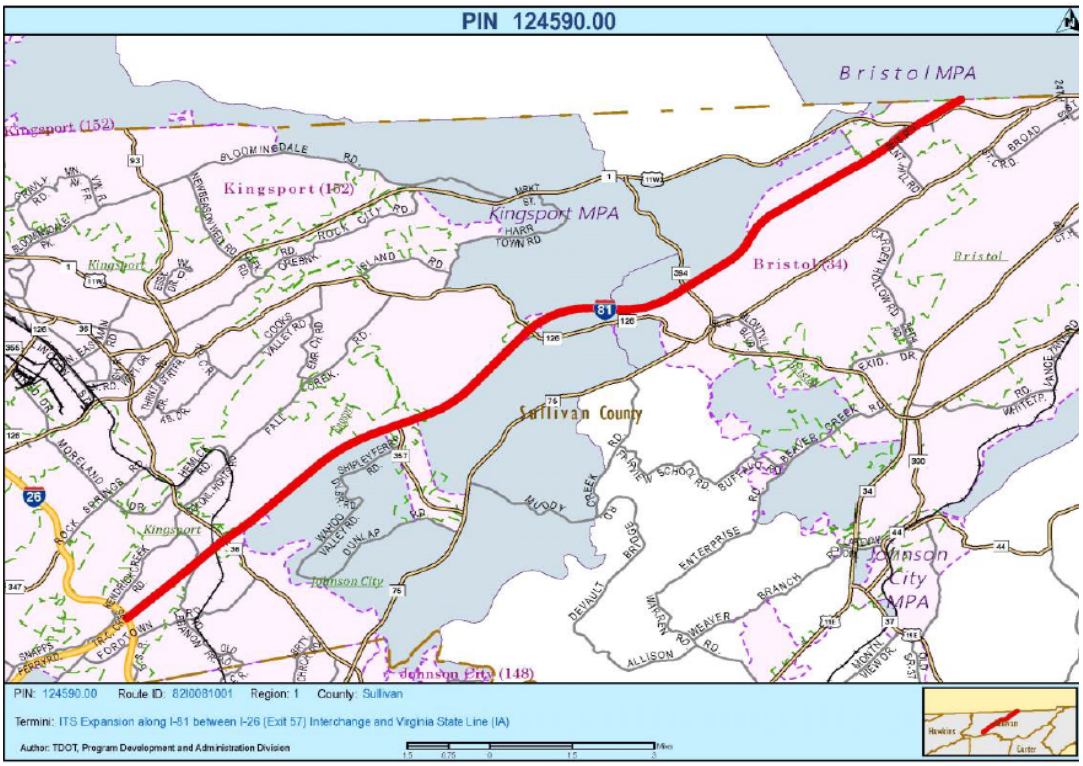
- Kingsport City Limits
- Kingsport UZA 2010
- Kingsport MTPO Planning Area



TIP #	TN-2019-009	**TDOT PIN / VA UPC**	124590.00	**Priority**		**Lead Agency**	TDOT
STIP #	2082000						
County	Sullivan	**Length**	18.8 miles	**LRTP#**	Page # 7-4	**Conformity Status**	NA
Route/Project Name	I-81 - ITS Expansion					**Total Project Cost**	$2,200,000
Termini or Intersection	I-26 (Exit 57) Interchange and Virginia State Line						
Project Description	Includes the deployment of CCTV cameras at critical interchanges. Includes installation of communications infrastructure and at least 2 CCTV cameras at each interchange.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-N	NHPP	$140,000	$112,000	$28,000	$0
FY20	PE-D	NHPP	$60,000	$48,000	$12,000	$0
FY22	CONST	NHPP	$2,000,000	$1,600,000	$400,000	$0

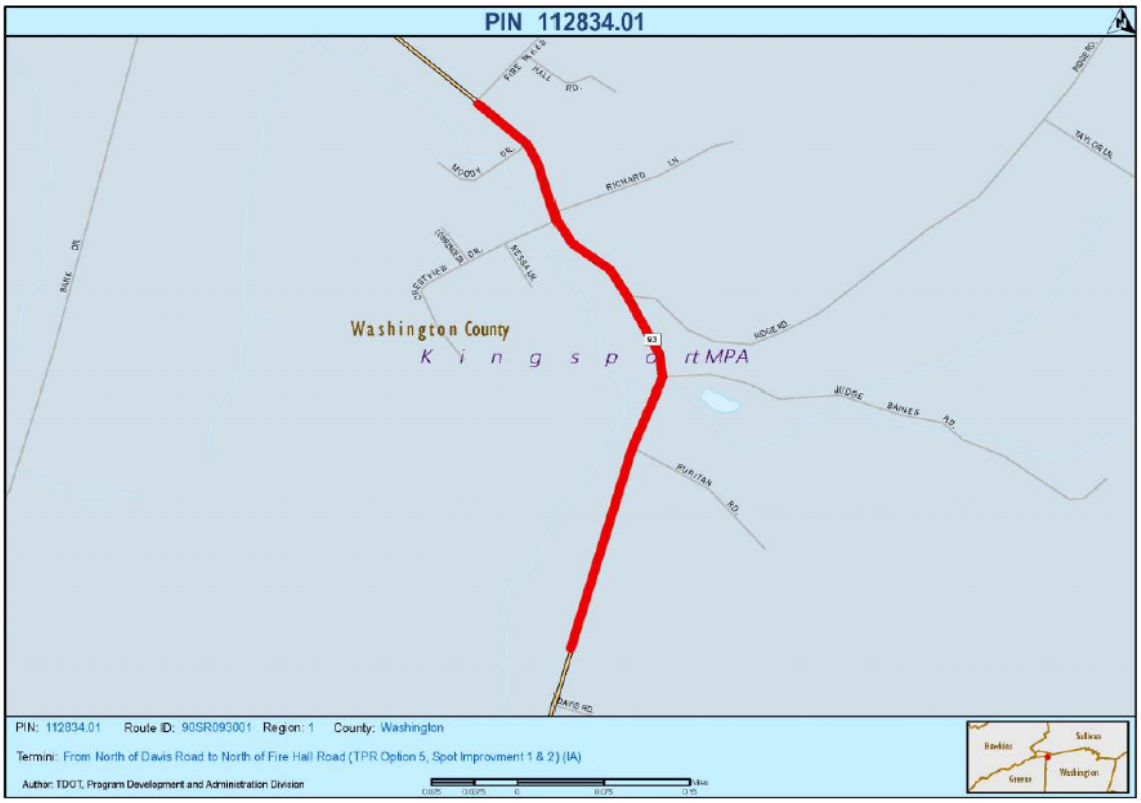
Remarks	**Amendment #**		**Admin Modification #**



TIP #	TN-2011-010a	**TDOT PIN / VA UPC**	112834.01	**Priority**		**Lead Agency**	TDOT
STIP #	2090130						
County	Washington	**Length**	0.8 mile	**LRTP#**	Page #4-5	**Conformity Status**	NA
Route/Project Name	SR-93					**Total Project Cost**	$16,082,000
Termini or Intersection	From near Davis Road to near Fire Hall Road (TPR Option 5, Spot Improvement 1 & 2) (IA)						
Project Description	Miscellaneous safety improvements - flatten the existing horizontal curves and improve intersection sight distance, widen from 2-lanes to 3-lanes with curb and gutter and sidewalks						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	CONST	STBG	$8,400,000	$6,720,000	$1,680,000	$0

Remarks	**Amendment #**		**Admin Modification #**	



TIP #	TN-2011-010b	**TDOT PIN / VA UPC**	112834.02	**Priority**		**Lead Agency**	TDOT
STIP #	2090135						
County	Washington, Sullivan	**Length**	0.6 mile	**LRTP#**	Page #4-5	**Conformity Status**	NA
Route/Project Name	SR-93					**Total Project Cost**	$5,063,500
Termini or Intersection	(Sullivan Gardens Parkway) from Morgan Lane in Washington County to South of Baileyton Road in Sullivan County (TPR Option 5, Spot Improvement) (IA)						
Project Description	Miscellaneous Safety Improvements - proposed realignment of SR-93 to improve sight distance, provide two 12-foot lanes and 6-foot shoulders.						

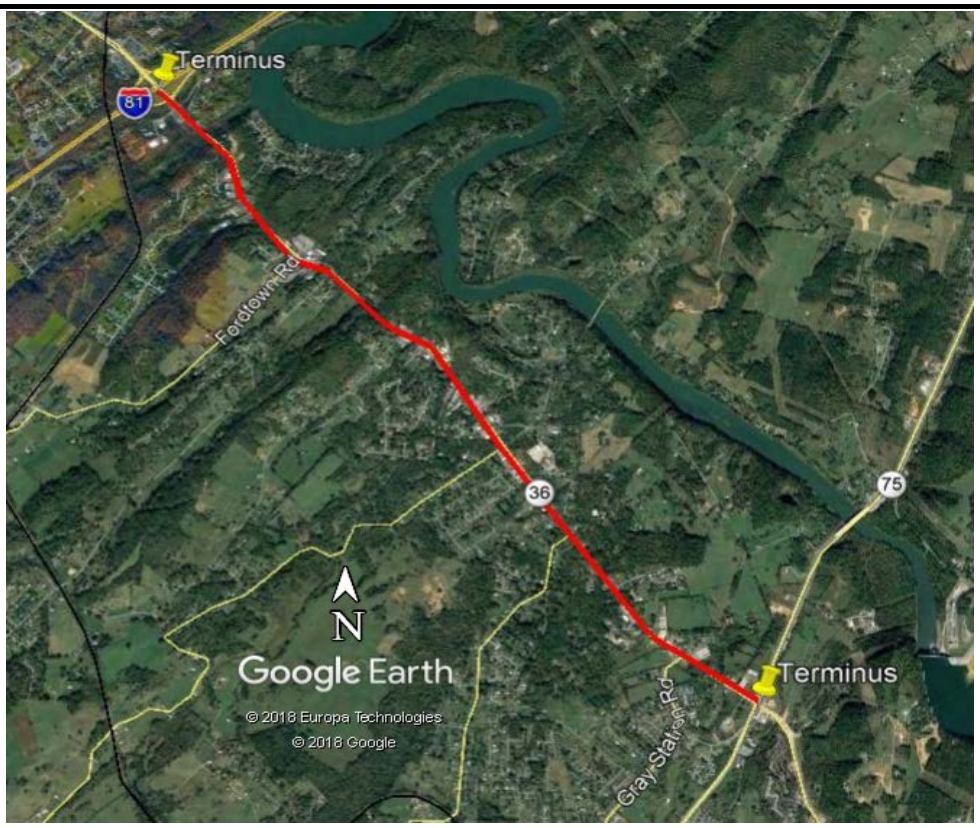
Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY22	CONST	STBG	$3,800,000	$3,040,000	$760,000	$0

Remarks	**Amendment #**		**Admin Modification #**	

TIP #	TN-2019-011	**TDOT PIN / VA UPC**	124663.00	**Priority**		**Lead Agency**	TDOT
STIP #	2090020						
County	Sullivan, Washington	**Length**	3.5 miles	**LRTP#**	Page #7-4	**Conformity Status**	NA
Route/Project Name	SR-36					**Total Project Cost**	$44,750,000
Termini or Intersection	(Fort Henry Drive) from SR-75 to I-81 (IA)						
Project Description	Widen from 2-lanes to 5-lanes (4 11' traffic lanes and a 12' center turn lane), curb and gutter, and 5' sidewalks on both sides of road.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY21	PE-N	STBG	$250,000	$200,000	$50,000	$0
FY21	PE-D	STBG	$250,000	$200,000	$50,000	$0

Remarks **Amendment #** **Admin Modification #**



Beg. Balance STBG (local): $8,830,089

Kingsport MTPO FY 2020 - 2023 TIP Highway Funding Summary

Tennessee Highway Totals for FY20

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Anticipated Revenue	Available Unprogrammed Balance
HSIP	$93,750	$84,375	$9,375	$0	$0	$93,750	$0
HSIP-R	$425	$383	$43	$0	$0	$425	$0
NHPP	$445,000	$356,000	$89,000	$0	$0	$445,000	$0
STBG (State)	$8,487,500	$6,790,000	$1,697,500	$0	$0	$8,487,500	$0
STBG (Local)*	$8,586,830	$6,869,464	$80,000	$1,637,366	$1,960,625	$1,446,018	$3,406,643
O & M (Local)	$17,560,000	$0	$0	$17,560,000	$0	17,560,000	0
Totals:	**$35,173,505**	**$14,100,222**	**$1,875,918**	**$19,197,366**	**$0**	**$28,032,693**	**$3,406,643**

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

Tennessee Highway Totals for FY21

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Anticipated Revenue	Available Unprogrammed Balance
HSIP	$78,125	$70,313	$7,813	$0	$0	$78,125	$0
HSIP-R	$350	$315	$35	$0	$0	$350	$0
NHPP	$210,000	$168,000	$42,000	$0	$0	$210,000	$0
STBG (State)	$575,000	$460,000	$115,000	$0	$0	$575,000	$0
STBG (Local)*	$1,500,000	$560,000	$0	$940,000	$2,846,643	$1,446,018	$4,292,661
O & M (Local)	$17,735,600	$0	$0	$17,735,600	$0	$17,735,600	$0
Totals:	**$20,099,075**	**$1,258,628**	**$164,848**	**$18,675,600**	**$2,846,643**	**$20,045,093**	**$4,292,661**

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

Tennessee Highway Totals for FY22

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Anticipated Revenue	Available Unprogrammed Balance
HSIP	$46,875	$42,188	$4,688	$0	$0	$46,875	$0
HSIP-R	$150	$135	$15	$0	$0	$150	$0
NHPP	$2,140,000	$1,712,000	$428,000	$0	$0	$2,140,000	$0
STBG (State)	$3,850,000	$3,080,000	$770,000	$0		$3,850,000	
STBG (Local)*	$2,500,000	$2,000,000	$0	$500,000	$2,292,661	$1,446,018	$3,738,679
O & M (Local)	$17,912,956	$0	$0	$17,912,956		$17,912,956	
Totals:	**$26,449,981**	**$6,834,323**	**$1,202,703**	**$18,412,956**	**$2,292,661**	**$25,395,999**	**$3,738,679**

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

Tennessee Highway Totals for FY23

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Anticipated Revenue	Available Unprogrammed Balance
HSIP	$31,250	$28,125	$3,125	$0	$0	$31,250	$0
HSIP-R	$75	$68	$8	$0	$0	$75	$0
NHPP	$105,000	$84,000	$21,000	$0	$0	$105,000	$0
STBG (State)	$37,500	$30,000	$7,500	$0	$0	$37,500	$0
STBG (Local)*					$3,738,679	$1,446,018	$5,184,697
O & M (Local)	$18,092,085	$0	$0	$18,092,085	$0	$18,092,085	$0
Totals:	**$18,265,910**	**$142,193**	**$31,633**	**$18,092,085**	**$3,738,679**	**$19,711,928**	**$5,184,697**

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

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

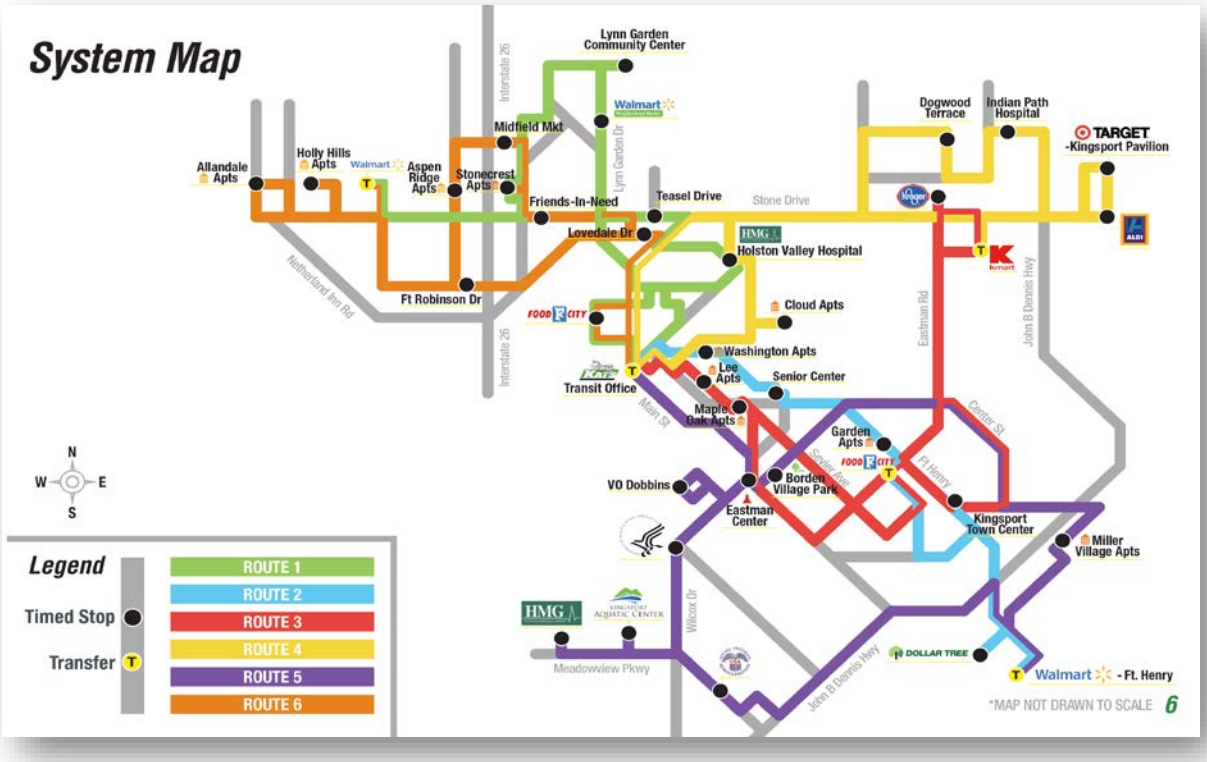
KATS
KINGSPORT AREA TRANSIT SERVICE

TIP #	PT-2019-012	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	KATS Operations					**Total Project Cost**	$7,900,000
Termini or Intersection	NA						
Project Description	Funds utilized to operate Transit Fixed-route Service and ADA/Paratransit Service.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds*	Local Funds
FY20	Operations	FTA 5307	$1,800,000	$900,000	$450,000	$450,000
FY21	Operations	FTA 5307	$1,900,000	$950,000	$475,000	$475,000
FY22	Operations	FTA 5307	$2,000,000	$1,000,000	$500,000	$500,000
FY23	Operations	FTA 5307	$2,200,000	$1,100,000	$550,000	$550,000

Remarks **Amendment #** **Admin Modification #**

*State Funds are UROP Funds



KATS
KINGSPORT AREA TRANSIT SERVICE

TIP #	PT-2019-013a	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	KATS Capital					**Total Project Cost**	$2,211,768
Termini or Intersection	NA						
Project Description	Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, renovate and maintain transit buildings/facilities/equipment, purchase transit related equipment, software, hardware, crime prevention and security equipment, construction and maintenance of passenger facilities and infrastructure.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
FY20	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY21	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY22	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000
FY23	Capital	FTA 5307	$400,000	$320,000	$40,000	$40,000

Remarks	**Amendment #**		**Admin Modification #**

KATS
KINGSPORT AREA TRANSIT SERVICE

TIP #	PT-2019-013b	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	KATS Capital					**Total Project Cost**	$2,211,768
Termini or Intersection	NA						
Project Description	Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, renovate and maintain transit buildings/facilities/equipment, purchase transit related equipment, software, hardware, crime prevention and security equipment, construction and maintenance of passenger facilities and infrastructure.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
FY20	Capital	FTA 5339	$152,942	$130,000	$11,471	$11,471
FY21	Capital	FTA 5339	$152,942	$130,000	$11,471	$11,471
FY22	Capital	FTA 5339	$152,942	$130,000	$11,471	$11,471
FY23	Capital	FTA 5339	$152,942	$130,000	$11,471	$11,471

Remarks	**Amendment #**		**Admin Modification #**

KATS
KINGSPORT AREA TRANSIT SERVICE

TIP #	PT-2019-014	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	KATS Planning					**Total Project Cost**	$150,000
Termini or Intersection	NA						
Project Description	Planning, engineering design,evaluation of transit projects, and other technical transportation-related studies						

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
FY20	Planning	FTA 5307	$50,000	$40,000	$5,000	$5,000
FY21	Planning	FTA 5307	$50,000	$40,000	$5,000	$5,000
FY22	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500
FY23	Planning	FTA 5307	$25,000	$20,000	$2,500	$2,500

Remarks	**Amendment #**		**Admin Modification #**

KATS

KINGSPORT AREA TRANSIT SERVICE

TIP #	PT-2015-015	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	KATS Comprehensive Transit Facility					**Total Project Cost**	$8,250,000
Termini or Intersection	Kingsport Foundry Site: bounded by Sullivan Street, Main Street, and Unicoi Street						
Project Description	Construct a comprehensive transit facility for passenger boarding and transferring, vehicle storage facility, vehicle wash system, as well as to house various transit related functions related to operating and administrating services.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	PE-D	FTA 5307	$350,000	$280,000	$35,000	$35,000
FY20	CONST	FTA 5307	$7,150,000	$5,720,000	$715,000	$715,000

Remarks **Amendment #** **Admin Modification #**

NEPA performed during previous TIP. Image shown is conceptual and subject to change.

KATS
KINGSPORT AREA TRANSIT SERVICE

TIP #	PT-2019-016	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Kingsport
County	Sullivan	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	KATS - Enhanced Mobility of Seniors and Individuals with Disabilities					**Total Project Cost**	$300,000
Termini or Intersection	NA						
Project Description	Funds utilized for operating assistance, capital purchases, and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service. Capital funds to purchase and replace related transit vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, and related equipment.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
FY20	Acquisition	FTA 5310	$100,000	$80,000	$10,000	$10,000
FY21	Acquisition	FTA 5310	$100,000	$80,000	$10,000	$10,000
FY22	Acquisition	FTA 5310	$100,000	$80,000	$10,000	$10,000

Remarks	**Amendment #**		**Admin Modification #**

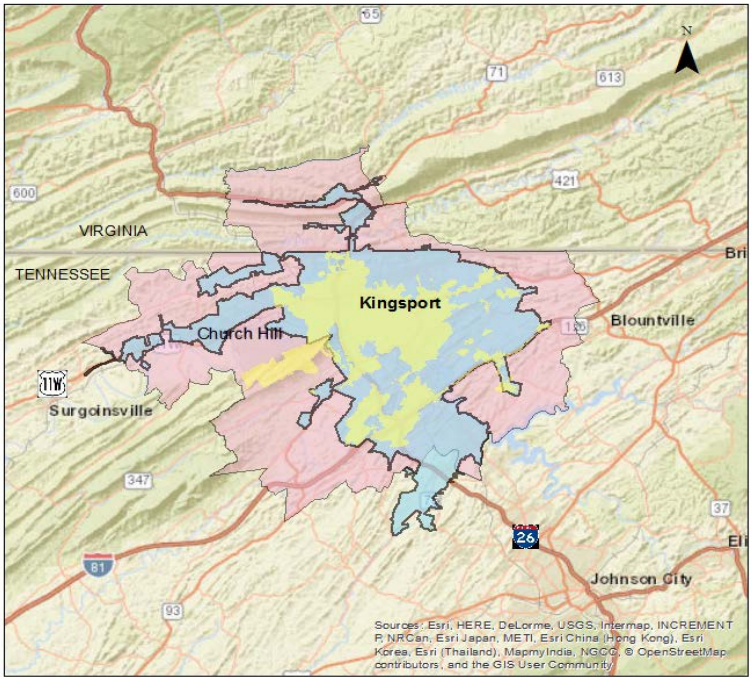
TIP #	PT-2019-017	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	FTHRA/NET Trans
County	Multi-County	**Length**	NA	**LRTP#**	Section 4.1.3	**Conformity Status**	NA
Route/Project Name	NET Trans Operating Expenses					**Total Project Cost**	$659,110
Termini or Intersection	NA						
Project Description	Daily operating of demand response service (including employees' wages, fuel, insurance, radio communications, operating supplies and utilies) to provide transportation services in the urbanized area outside of the corporate City limits including but not limited to; Mt. Carmel, Church Hill, Surgoinsville, Rogersville. Service will also provide regional connectivity between UZA's.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
FY20	Operations	FTA 5307	$217,522	$108,761	$0	$108,761
FY21	Operations	FTA 5307	$219,696	$109,848	$0	$109,848
FY22	Operations	FTA 5307	$221,892	$110,946	$0	$110,946

Remarks	**Amendment #**		**Admin Modification #**

Legend

- Kingsport City Limits
- Kingsport UZA 2010
- Kingsport MTPO Planning Area



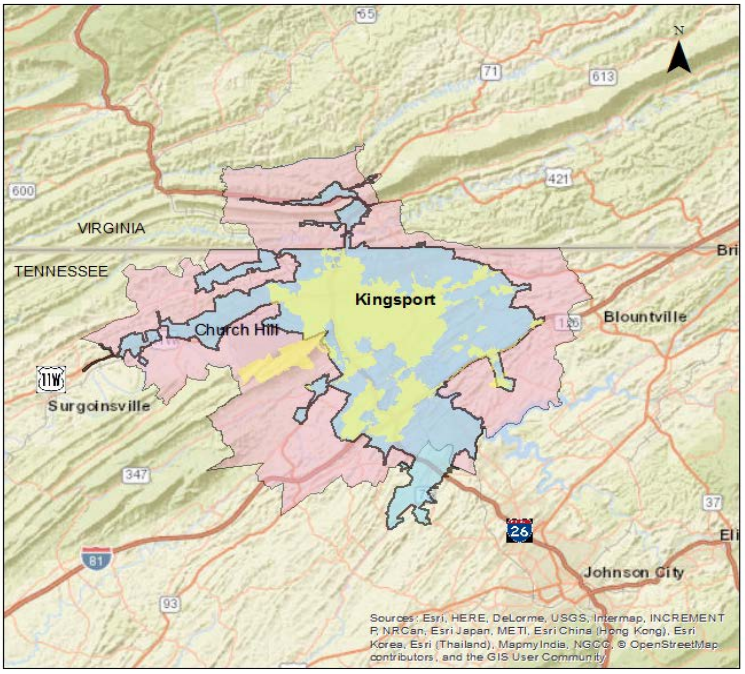
TIP #	PT-2019-018	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	FTHRA/NET Trans
County	Multi-County	**Length**		**LRTP#**	Section 4.1.3	**Conformity Status**	
Route/Project Name	NET Trans - Capital					**Total Project Cost**	$240,000
Termini or Intersection	NA						
Project Description	Acquisition of 2 standard rear lift conversion vans to provide transportation services in the urbanized area outside of the corporate City limits including but not limited to; Mt. Carmel, Church Hill, Surgoinsville, Rogersville. Service will also provide regional connectivity between UZA's.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	Acquisition	FTA 5310	$80,000	$68,000	$6,000	$6,000
FY21	Acquisition	FTA 5310	$80,000	$68,000	$6,000	$6,000
FY22	Acquisition	FTA 5310	$80,000	$68,000	$6,000	$6,000

Remarks	**Amendment #**		**Admin Modification #**

Legend

- Kingsport City Limits
- Kingsport UZA 2010
- Kingsport MTPO Planning Area



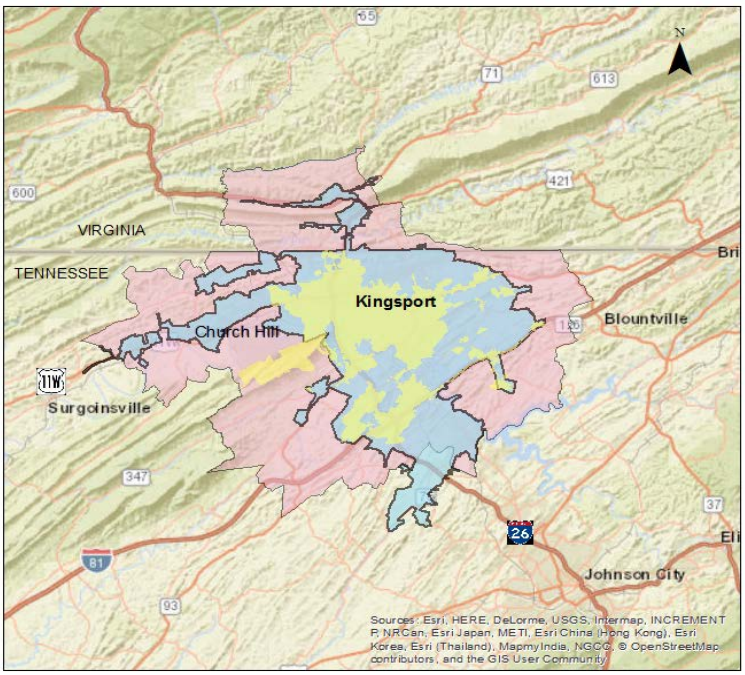
TIP #	PT-2019-019	**TDOT PIN / VA UPC**		**Priority**		**Lead Agency**	Frontier Health
County	Multi-County	**Length**		**LRTP#**		**Conformity Status**	
Route/Project Name	Frontier Health - Capital					**Total Project Cost**	$120,000
Termini or Intersection	NA						
Project Description	Acquisition of 1 standard rear lift conversion van to provide transportation services for patients in the Kingsport urbanized area						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY20	Acquisition	FTA 5310	$40,000	$32,000	$4,000	$4,000
FY21	Acquisition	FTA 5310	$40,000	$32,000	$4,000	$4,000
FY22	Acquisition	FTA 5310	$40,000	$32,000	$4,000	$4,000

Remarks	**Amendment #**		**Admin Modification #**

Legend

- Kingsport City Limits
- Kingsport UZA 2010
- Kingsport MTPO Planning Area



KINGSPORT MTPO TRANSIT SUMMARY TABLES
FY20 - FY23

TENNESSEE

Funding Source/Amount Allocated	**FY2020**	**FY2021**	**FY2022**	**FY2023**
	Available	**Available**	**Available**	**Available**
FTA - 5307-Operating Funds (OP)	$1,008,761	$1,059,848	$1,110,946	$1,100,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$360,000	$360,000	$340,000	$340,000
FTA - 5307 - NEPA, PE , CONST	$6,000,000	$0	$0	$0
FTA - 5339 - Capital (CAP)	$130,000	$130,000	$130,000	$130,000
FTA - 5310 - ACQ	$180,000	$180,000	$180,000	$0
State Match Funds/UROP (OP)	$450,000	$475,000	$500,000	$550,000
State Match Funds (CAP, PL)	$56,471	$56,471	$53,971	$53,971
State Match Funds - NEPA, PE, CONST	$750,000	$0	$0	$0
State Match Funds - ACQ	$20,000	$20,000	$20,000	$0
Local Match Funds (OP)	$558,761	$584,848	$610,946	$550,000
Local Match Funds (CAP, PL)	$56,471	$56,471	$53,971	$53,971
Local Match Funds - NEPA, PE, CONST	$750,000	$0	$0	$0
Local Match Funds - ACQ	$20,000	$20,000	$20,000	$0
Total Allocated	**$10,340,464**	**$2,942,638**	**$3,019,834**	**$2,777,942**
Amount Programmed to be Utilized	**FY2020**	**FY2021**	**FY2022**	**FY2023**
FTA - 5307-Operating Funds (OP)	$1,008,761	$1,059,848	$1,110,946	$1,100,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$360,000	$360,000	$340,000	$340,000
FTA - 5307 - NEPA, PE, CONST	$6,000,000	$0	$0	$0
FTA - 5339 - Capital (CAP)	$130,000	$130,000	$130,000	$130,000
FTA - 5310 - ACQ	$180,000	$180,000	$180,000	$0
State Match Funds/UROP (OP)	$450,000	$475,000	$500,000	$550,000
State Match Funds (CAP, PL)	$56,471	$56,471	$53,971	$53,971
State Match Funds - NEPA, PE, CONST	$750,000	$0	$0	$0
State Match Funds - ACQ	$20,000	$20,000	$20,000	$0
Local Match Funds (OP)	$558,761	$584,848	$610,946	$550,000
Local Match Funds (CAP, PL)	$56,471	$56,471	$53,971	$53,971
Local Match Funds - NEPA, PE, CONST	$750,000	$0	$0	$0
Local Match Funds - ACQ	$20,000	$20,000	$20,000	$0
Total Programmed	**$10,340,464**	**$2,942,638**	**$3,019,834**	**$2,777,942**
Amount Remaining	**FY2020**	**FY2021**	**FY2022**	**FY2023**
FTA - 5307-Operating Funds (OP)	$0	$0	$0	$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	$0	$0	$0	$0
FTA - 5307 - NEPA, PE, CONST	$0	$0	$0	$0
FTA - 5339 - Capital (CAP)	$0	$0	$0	$0
FTA - 55310 - ACQ	$0	$0	$0	$0
State Match Funds/UROP (OP)	$0	$0	$0	$0
State Match Funds (CAP, PL)	$0	$0	$0	$0
State Match Funds - NEPA, PE, CONST	$0	$0	$0	$0
State Match Funds - ACQ	$0	$0	$0	$0
Local Match Funds (OP)	$0	$0	$0	$0
Local Match Funds (CAP, PL)	$0	$0	$0	$0
Local Match Funds - NEPA, PE, ROW, CONST	$0	$0	$0	$0
Local Match Funds - ACQ	$0	$0	$0	$0
Total Remaining	**$0**	**$0**	**$0**	**$0**

VIRGINIA PROJECTS*

MPO TIP Report

Kingsport MPO

Primary Projects

UPC NO	12764	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Scott County		OVERSIGHT	NFO
PROJECT	RTE 72 - CONSTRUCT 2 LANES ON NEW LOCATION - PE & RW ONLY				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.394 KILOMETER SOUTH ECL WEBER CITY TO: 0.120 KILOMETER NORTH ROUTE 71 (3.0900 KM)					
PROGRAM NOTE	All funding based on current allocations/estimate.					
ROUTE/STREET	0072				TOTAL COST	$14,511,633
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE AC	Federal - AC	$0	$7,423,502	$0	$0	$0
RW	Federal - STP/STBG		($1,654,569)	$0	$0	$0

Virginia is on a different TIP schedule than Tennessee. These Virginia projects are from the FY17-20 TIP. A TIP Amendment will be completed in the future to add the new Virginia projects.

Kingsport MPO

Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	$10,906,678
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - BR	$47,367	$189,469	$0	$0	$0
PE AC	Federal - AC	$150,000	$600,000	$0	$0	$0
RW	Federal - BR	$13,725	$54,898	$0	$0	$0
	Federal - NHS/NHPP	$2,282	$9,129	$0	$0	$0
RW TOTAL		$16,007	$64,027	$0	$0	$0
RW AC	Federal - AC	$9,576	$38,303	$0	$0	$0
CN	Federal - AC CONVERSION	$101,409	$405,636	$0	$0	$0
	Federal - BR	($112,425)	($449,699)	$0	$0	$0
CN TOTAL		($11,016)	($44,063)	$0	$0	$0

GROUPING	Construction : Rail					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
		$0	$0	$0	$0	$0

GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	$21,855,150
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - AC CONVERSION	$140,727	$0	$1,266,546	$0	$0
	Federal - HSIP	$310,000	$2,790,003	$0	$0	$0
CN TOTAL		$450,728	$2,790,003	$1,266,546	$0	$0
CN AC	Federal - AC	$140,727	$1,266,546	$0	$0	$0

GROUPING	Construction : Transportation Enhancement/Byway/Non-Traditional					
ROUTE/STREET					TOTAL COST	$487,500
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
		$0	$0	$0	$0	$0

GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG	$0	$3,460,781	$2,835,024	$3,590,709	$3,605,146

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - BR	$0	$1,258,691	$1,031,102	$1,305,946	$1,311,197
	Federal - STP/STBG	$0	$2,438,021	$1,997,193	$2,529,551	$2,539,722
CN TOTAL		$0	$3,696,712	$3,028,295	$3,835,497	$3,850,919

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG	$0	$1,121,531	$918,743	$1,163,637	$1,168,315

TABLE C : Kingsport MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR

Highway Projects
FFY 2018 - 2021

Fund Source	FFY 2018		FFY 2019		FFY 2020		FFY 2021		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR/BROS	($205,332)	($205,332)	$0	$0	$0	$0	$0	$0	($205,332)	($205,332)
NHS/NHPP	$9,129	$9,129	$0	$0	$0	$0	$0	$0	$9,129	$9,129
STP/STBG	$1,135,434	$1,135,434	$0	$0	$0	$0	$0	$0	$1,135,434	$1,135,434
Subtotal -- Federal	**$939,231**	**$939,231**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$939,231**	**$939,231**
Other										
State Match	$373,374	$373,374	$0	$0	$0	$0	$0	$0	$373,374	$373,374
Subtotal -- Other	**$373,374**	**$373,374**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$373,374**	**$373,374**
Total	**$1,312,605**	**$1,312,605**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,312,605**	**$1,312,605**
Federal - ACC (1)										
HSIP	$0	$0	$1,266,546	$1,266,546	$0	$0	$0	$0	$1,266,546	$1,266,546
BR	$405,636	$405,636	$0	$0	$0	$0	$0	$0	$405,636	$405,636
Subtotal -- Federal - ACC (1)	**$405,636**	**$405,636**	**$1,266,546**	**$1,266,546**	**$0**	**$0**	**$0**	**$0**	**$1,672,182**	**$1,672,182**
Statewide - Federal (4)										
NHFP	$2,000,000	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Subtotal -- Statewide - Federal (4)	**$2,000,000**	**$2,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,000,000**	**$2,000,000**
Maintenance - Federal (5)										
BR/BROS	$1,258,691	$1,258,691	$1,031,102	$1,031,102	$1,305,946	$1,305,946	$1,311,197	$1,311,197	$4,906,936	$4,906,936
STP/STBG	$7,020,333	$7,020,333	$5,750,960	$5,750,960	$7,283,897	$7,283,897	$7,313,183	$7,313,183	$27,368,373	$27,368,373
Subtotal -- Maintenance - Federal (5)	**$8,279,024**	**$8,279,024**	**$6,782,062**	**$6,782,062**	**$8,589,843**	**$8,589,843**	**$8,624,380**	**$8,624,380**	**$32,275,309**	**$32,275,309**

(1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.

(2) CMAQ/RSTP includes funds for TRANSIT projects.

(3) Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.

(4) Statewide Category - Funding to be obligated Statewide for projects as identified.

(5) Maintenance Projects - Funding to be obligated for maintenance projects as identified.

Appendix A

Projects by Grouping

Kingsport MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description		Street(Route)	Estimate
Miscellaneous	T19070	Bristol District-wide	0000		$0
		BRIDGE REHABILITATION/REPLACEMENT			
Primary	86598	Scott County	ORBY CANTRELL HIGHWAY (0023)		$9,531,799
		SB&NB 23 over NF Holston R Va struc 1003 & 1108 FED ID 16543			
		FROM: 0.086 Mi. S. Intersection Rte. 707 TO: 0.154 Mi. N. Intersection Rte. 614 (0.3470 MI)			
Secondary	86594	Scott County	GATE ROAD (0687)		$608,243
		Gate Road over Big Moccasin Creek Va str. 6102 Fed. ID 16844			
		FROM: .05 Miles from Rte. 613 TO: 1.25 Miles to Rte. 71			
Secondary	103500	Scott County	ROUTE 671 - VALLEY CREEK ROAD (0671)		$766,636
		Bridge (Fed Id 16815) Rte. 671 Over Valley Creek			
		FROM: .60 to Route 678 TO: .05 from Route 679 (0.0500 MI)			
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					$10,906,678

Construction : Rail

System	UPC	Jurisdiction / Name / Description		Street(Route)	Estimate
Miscellaneous	T19068	Bristol District-wide	0000		$0
		CN: RAIL			
Construction : Rail Total					$0

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description		Street(Route)	Estimate
Interstate	107802	Statewide	9999		$500,000
		Incident Management Emergency Evacuation and Detour Plans			
		FROM: Various TO: Various			
Miscellaneous	T19069	Bristol District-wide	0000		$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS			
Miscellaneous	93174	Statewide	0000		$1,104,740
		SafetyAnalyst Project			
		FROM: various TO: various			
Miscellaneous	105481	Statewide	0000		$1,400,000
		Impement iPeMS (Iteris Performance Measrement System)			
		FROM: various TO: various			
Primary	109438	Scott County	0058		$7,105,471
		#HB2.FY17 - US58/23 Access Management With Park & Ride			
		FROM: 0.860 mi. W. Rte. 224 TO: 0.250 mi. W. Rte. 224 (0.6090 MI)			
Primary	104189	Scott County	WADLOW GAP HWY (0224)		$6,643,794
		Safety Improvements-Rte. 224 (Phase II-remove curve)			
		FROM: 0.064 Mi. S. Int. Rte. 614 TO: 0.332 Mi. S. Int. rte. 614 (0.2570 MI)			

Appendix is for informational purposes only.

Kingsport MPO

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	293	Scott County	YUMA ROAD (0614)	$5,101,145
		RTE 614 - RECONSTRUCTION		
		FROM: 0.06 Mi. W. Int. Route 713 TO: 0.03 Mi. E. Route 867 WEST (0.8700 MI)		
Construction : Safety/ITS/Operational Improvements Total				$21,855,150

Construction : Transportation Enhancement/Byway/Non-Traditional

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	94259	Scott County	EN09	$403,750
		Restoration of Bush Mill		
Enhancement	108097	Scott County	EN09	$83,750
		RESTORATION OF BUSH MILL		
Miscellaneous	T19067	Bristol District-wide	0000	$0
		CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Construction : Transportation Enhancement/Byway/Non-Traditional Total				$487,500

Maintenance : Preventive Maintenance and System Preservation

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14707	Bristol District-wide	0000	$0
		STIP-MN Bristol: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total				$0

Maintenance : Preventive Maintenance for Bridges

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14706	Bristol District-wide	0000	$0
		STIP-MN Bristol: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total				$0

Maintenance : Traffic and Safety Operations

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14705	Bristol District-wide	0000	$0
		STIP-MN Bristol: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total				$0

Kingsport MPO Total	**$33,249,328**

Statewide District

Project Groupings

MPO	Kingsport					
GROUPING	Construction : Rail					
PROGRAM NOTE	TIP AMD - add $804,000 (STP/STBG) & $180,000 (AC-STP/STBG) FFY18, add $90,000 (ACC-STP/STBG) FFY19, add $90,000 (ACC-STP/STBG) FFY20. Bristol District portion: UPC 112018 $90,000, and UPC 112213 $50,000					
ROUTE/STREET					TOTAL COST	$1,000,000
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - AC CONVERSION	$0	$0	$90,000	$90,000	$0
PE	Federal - STP/STBG	$0	$804,000	$0	$0	$0
PE AC	Federal - AC	$0	$180,000	$0	$0	$0
MPO Note						