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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: March 2, 2020
Subject: MTPO Executive Board Called Meeting

Please see the attached agenda for a special called meeting of the Kingsport MTPO Executive Board, to be held **Thursday, March 12, 2020 at 2:00 PM, in the Kingsport City Hall Council Room (225 West Center Street, Kingsport, Tennessee).**

There are three action items:

- **Approval of Minutes from February 6, 2020 Meeting**
- **FY20-23 TIP Amendment – Virginia**
- **Endorsement of Interstate 81/40 Study Recommendations**

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 CALLED MEETING

**Kingsport MTPO Executive Board
March 2, 2020 at 2:00 PM
Kingsport City Hall – Council Room
225 West Center Street, Kingsport, TN 37660**

1. Executive Board Welcome

2. Approval of Minutes from February 6, 2020 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 TIP Amendment - Virginia (Vote Required)

Presenter: Lesley Phillips

Item Summary: Tennessee and Virginia are on different TIP/STIP schedules. Tennessee's STIP, which was recently approved by FHWA, is for FY20-23. The Virginia STIP, which is nearing completion, is for FY21-24. The Virginia Department of Transportation has asked the Kingsport MTPO to amend the current TIP to add all of the Virginia projects to the FY20-23 TIP.

Recommendation: Approve the Resolution subject to final approval from VDOT.

5. Interstate Corridor Studies - Update

Presenter: TDOT

Item Summary: TDOT has consultants working on two separate interstate studies. The study covering Interstates 155, 55, 75, and 26 is being performed by consultant AECOM and is in the final stages. The study covering Interstates 40 and 81 is being performed by consultant WSP and is in the early stages.

6. Interstate 81/40 Study Recommendations (Vote Required)

Presenter: Bill Albright

Item Summary: At the last MTPO Executive Board meeting, the Board and Staff jointly approved a letter that listed several recommendations for improvements to Interstate 26. TDOT is also studying several other Interstates across Tennessee, including Interstate 40 and Interstate 81. The I-81/40 study is being conducted by TDOT's contract consultant WSP. TDOT and WSP hosted a public meeting at Northeast State Community College the evening of February 6. Attendance at the meeting included representatives from regional MPOs, several TDOT staff members, consulting firms, local officials, and others. A presentation outlined the elements of the study and provided some background information on traffic patterns and other relative statistics. Attendants were afforded the opportunity to make comments and ask questions concerning the current and future status of I-81 and I-40. Like the I-26 study, the Kingsport MTPO is following up with a letter for submission to TDOT and WSP that identifies the problems and concerns we feel need attention. The letter is being presented for approval, contingent upon any additional items that may be suggested and/or changes to the letter. Highlights of the recommendations include more emphasis on the I-26 interchange, anticipated traffic to and from the new high school (Exit 63), speed limits, truck traffic, and some capacity issues between Exit 56 and Exit 59.

Recommendation: Approve recommendations and endorse signing/submitting a letter stating the recommendations.

7. 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.

8. 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.

9. Meeting Adjournment

Sample Proxy Letter

Date

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

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

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

Signature

**KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
EXECUTIVE BOARD
Meeting Minutes for February 6, 2020**

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

Members Present:

Jimmy Adkins, Blake Ailor, Chase Milner, James Phillips, Ronda Sawyer, Ambre Torbett

Absent:

Josh Russell

Staff Present:

Bill Albright, Susan Doran, Lesley Phillips, Michael Thompson

Visitors Present:

Paul Beebe – Cannon & Cannon
Lisa Christian – MyRide TN Kingsport
Mary Connelly - WSP
Michael Dick - TDOT
Randy Dodson – Mattern & Craig
Jason Farmer – TDOT
Emery Hartz - WSP
Eric Kerney – SCHD
Andy Padgett – TDOT
Angie Stanley – Sullivan County Commissioner
Jeanne Stevens – WSP
Emily Wood – FTHRA/NETTrans

Recorder: Susan Doran

- I. **Call to Order:** James Phillips called the meeting to order.
- II. **Approval of Minutes:** The minutes of the November 7, 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 Ambre Torbett. The motion carried unanimously.
- III. **Public Comment:** James Phillips opened the floor for public comments related to agenda items. No comments.
- IV. **New Business:**
 - A. Election of Executive Board Vice-Chairman. Presented by Bill Albright. The By-Laws of the Kingsport MTPO describe how the membership works, including the Executive Board, officers, staff members, sub-committees, etcetera. While the Chairman is permanent and does not require an annual or periodic election, the position of Vice-Chairman requires election annually. The staff requests that the Executive Board members nominate and elect a Vice-Chairman. Board members recommended Jimmy Adkins remain as Vice-Chairman of the Executive Board and asked if there were any

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

- B. Performance Measures (PM1) - Tennessee. Presented by Lesley Phillips. In February 2019, the Executive Board voted to adopt TDOT's Safety Performance Targets (PM1) for the five-year reporting period of 2015-2019. These targets are updated annually and will roll ahead one year to cover the reporting period of 2016-2020. Staff recommends the MTPO continue to support TDOT's targets as outlined in the resolution. A motion was made by Ambre Torbett to approve the resolution for the Tennessee Performance Measures (PM1) and was seconded by Jimmy Adkins. The motion carried unanimously.
- C. Performance Measures (PM1) - Virginia. Presented by Lesley Phillips. In February 2019, the Executive Board voted to adopt VDOT's Safety Performance Targets (PM1) for the five-year reporting period of 2015-2019. These targets are updated annually and will roll ahead one year to cover the reporting period of 2016-2020. Staff recommends the MTPO continue to support VDOT's targets as outlined in the resolution. A motion was made by Jimmy Adkins to approve the resolution for the Virginia Performance Measures (PM1) and was seconded by Ronda Sawyer. The motion carried unanimously.
- D. MOA for TIP Amendments and Modifications. Presented by Lesley Phillips. The Transportation Improvement Program (TIP) may be modified at any time through an Amendment or an Administrative Modification. This Memorandum of Agreement (MOA) between the Kingsport MTPO and TDOT defines what constitutes an Amendment and an Administrative Modification and outlines the process and requirements for each. Staff recommends approving the MOA for TIP Amendments and Modifications as presented. A motion was made by Chase Milner to approve the MOA for TIP Amendments and Modifications and was seconded by Blake Ailor. The motion carried unanimously.
- E. FY20-23 TIP Amendment - Virginia. Presented by Lesley Phillips. The Virginia Department of Transportation has asked the Kingsport MTPO to amend the current TIP to add funds to FY20 for the following project groupings: Maintenance: Preventive Maintenance and System Preservation, Maintenance: Preventive Maintenance for Bridges, and Maintenance: Traffic and Safety Operations. A motion was made by Jimmy Adkins to approve this amendment to the FY20-23 TIP and was seconded by Blake Ailor. The motion carried unanimously.
- F. FY20-23 TIP Amendment - Tennessee. Presented by Lesley Phillips. Safety improvements to Hammond Avenue (Mount Carmel) began as a Highway Safety Improvement Program (HSIP) funded project, eligible for 100% Federal funding. However, it was removed from HSIP funding eligibility so MTPO Staff researched other means of funding that would qualify and recommended using Local Surface Transportation Block Grant (STBG) funds in place of the safety funds, allowing the project to proceed. The project was added to the previous TIP by Amendment on July 26, 2018 as a STBG project. The project is eligible for 100% Federal funding and is being managed by TDOT. The project was inadvertently left out of the new FY20-23 TIP. This Amendment will add the construction phase of the project into the FY20-23 TIP with a programmed amount of \$85,000. The PE-N and PE-D phases have already been obligated and there are no ROW expenses anticipated as this project is primarily

signage, pavement markings, and other safety improvements. A motion was made by Ronda Sawyer to approve this amendment to the FY20-23 TIP and was seconded by Chase Milner. The motion carried unanimously.

- G. Rock Springs Road (SR-347) Recommendations.** Presented by Michael Thompson. Improvements to Rock Springs Road (State Route 347) have been studied and planned for several years. After several cross-section options were considered staff from TDOT, the City of Kingsport, and the Kingsport MTPO recently met to discuss the impacts of the proposed cross section. TDOT staff advised that the cross section including the shared-use path would require the purchase of approximately 20 homes along the route. The action before the MTPO Executive Board is to approve a letter drafted and, upon approval of the MTPO Executive Board, will be submitted to TDOT for their approval. This letter requests that the roadway be an improved 2-lane road from Cox Hollow Road to approximately Westfield Drive and the section between Westfield Drive and I-26 have the addition of a center turn lane to accommodate the commercial driveways, Westfield Drive, and Blakely Drive. The major difference from the previous letter sent to TDOT is the absence of the shared-use path. TDOT anticipates that approximately 17 homes would not need to be purchased if the shared-use path is removed from the project. It is also requested that the MTPO STBG funds for the project be reduced from \$2 Million to \$1 Million to allow for the MTPO to pursue a separate project to construct a shared-use path along the south side of Rock Springs Branch, which would be a more context sensitive solution to the bicycle and pedestrian needs for this route. A motion was made by Ronda Sawyer to approve the letter with the recommendations and was seconded by Blake Ailor. The motion carried unanimously.
- H. Interstate 26 Study Recommendations.** Presented by Bill Albright. Over the past couple of years TDOT's Long Range Planning Division has initiated studies of several interstates across the state. The reason for these studies includes the desire to address concerns related to congestion, safety, mobility options, and economic development (particularly movement of freight). TDOT indicated "These studies are being conducted as part of TDOT's long range planning goals" and "The Division of Long Range Planning has been tasked with creating a statewide plan to help in planning and determining current and future needs". Included in this list is Interstate 26. As part of the I-26 study process TDOT held a public meeting in Kingsport in early January which was attended by several MTPO Staff and Board members, staff of local agencies, and other interested parties. As a result of the information provided at the meeting by representatives from consultant AECOM, who are conducting the study, MTPO Staff developed a list of items that was felt needed to be addressed, particularly along the Kingsport MTPO portion of I-26. A letter has been written to TDOT identifying these various concerns and recommendations, with a request that these be included in the Interstate 26 study. It was suggested by board members to add additional recommendations to the letter. Additional recommendations to be included are alternative fuel corridor/options, CD Lanes and additional lanes (possibly a 6 lane road in 20-30 years). Once additional recommendations have been added to the letter, Jimmy Adkins requested a draft of the letter be sent to Board Members for review before sending to TDOT. A motion was made by Jimmy Adkins to approve the letter with additional recommendations and was seconded by Chase Milner. 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 Ambre Torbett. The motion carried unanimously.

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

TIP AMENDMENT #3

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 Kingsport MTPO is responsible for programming funds for transportation projects in the Transportation Improvement Program (TIP); and

WHEREAS, the Kingsport Area FY 2020-2023 TIP is a document that continually evolves and needs amended; and

WHEREAS, Tennessee and Virginia are on different TIP/STIP schedules. Tennessee’s STIP, which was recently approved by FHWA, covers FY 2020-2023. The Virginia STIP, which is nearing completion, covers FY 2021-2024. The Virginia Department of Transportation has asked the Kingsport MTPO to add the Virginia projects to the FY 2020-2023 TIP; and

WHEREAS, the Executive Board of the Kingsport MTPO wishes to amend the FY 2020-2023 TIP by adding the Virginia projects as identified and detailed in the attached TIP pages for Amendment #3; and

WHEREAS, TIP amendments comply with the requirements of the Kingsport MTPO’s Public Participation Plan; and

WHEREAS, the Kingsport MTPO staff used criteria from Federal Metropolitan Transportation Planning regulations found in 23 CFR 450.316 and 450.326 to ensure compliance, and

WHEREAS, in accordance with requirements of the U.S. Department of Transportation, amendments to the Transportation Improvement Program are to receive final approval from the Executive Board of the local Metropolitan Transportation Planning Organization.

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

The proposed amendment to the Virginia portion of the Kingsport Metropolitan Transportation Planning Organization FY 2020-2023 Transportation Improvement Program, which shall be known as TIP Amendment #3, is hereby approved as presented.

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 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 Kingsport MTPO Executive Board	Date
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Lesley Phillips	Date
Kingsport MTPO Staff	

D.A. "Donny" Necessary, Jr. Date
Bristol District Administrator
Virginia Department of Transportation

Kingsport MPO

Interstate Projects

UPC NO	115852	SCOPE	Traffic Management/Engineering			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	ITTF FY20 Micro Transit				ADMIN BY	DRPT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$500,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$500,000	\$0	\$0	\$0

Kingsport MPO

Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	\$8,908,123
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

GROUPING	Construction : Rail					
ROUTE/STREET					TOTAL COST	\$1,500,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$22,485,757
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - HSIP	\$3,889	\$0	\$35,000	\$0	\$0
CN	Federal - AC CONVERSION	\$561,022	\$658,736	\$1,585,351	\$0	\$0
	Federal - HSIP	\$9,284	\$83,556	\$0	\$0	\$0
CN TOTAL		\$570,306	\$742,292	\$1,585,351	\$0	\$0

GROUPING	Construction : Transportation Enhancement/Byway/Non-Traditional					
ROUTE/STREET					TOTAL COST	\$60,042
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$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	\$65,941,946
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,194,023	\$8,194,023	\$8,194,023	\$8,194,023
	Federal - STP/STBG	\$0	\$7,142,995	\$10,847,877	\$4,703,500	\$10,471,482
CN TOTAL		\$0	\$15,337,018	\$19,041,900	\$12,897,523	\$18,665,505

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$20,536,766
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$70,775	\$1,000,000	\$1,000,000	\$1,000,000
	Federal - STP/STBG	\$0	\$2,400,000	\$4,220,686	\$6,558,217	\$4,287,088
CN TOTAL		\$0	\$2,470,775	\$5,220,686	\$7,558,217	\$5,287,088

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$26,081,512
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$2,500,000	\$2,500,000	\$0	\$0
	Federal - STP/STBG	\$0	\$4,125,374	\$4,306,141	\$6,292,900	\$6,357,097
CN TOTAL		\$0	\$6,625,374	\$6,806,141	\$6,292,900	\$6,357,097

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)		\$8,908,123
		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)			
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$8,908,123

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112018	Statewide	HIGHWAY-RAIL SAFETY (0000)		\$700,000
		Highway-Rail Safety Inventory Section 130 PE Only			
		FROM: Statewide TO: Statewide			
Miscellaneous	112213	Statewide	HIGHWAY RAIL SAFETY (0000)		\$300,000
		Highway-Rail Section 130 Pre Scoping PE Only			
		FROM: Statewide TO: Statewide			
Miscellaneous	112497	Statewide	VARIOUS (0000)		\$500,000
		ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES			
		FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED			
Construction : Rail Total					\$1,500,000

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	107802	Statewide	9999		\$918,907
		Incident Management Emergency Evacuation and Detour Plans			
		FROM: Various TO: Various			
Interstate	110551	Statewide	9999		\$362,560
		Traffic Video Expansion - Statewide			
		FROM: Various TO: Various			
Interstate	110912	Statewide	9999		\$813,019
		Statewide Truck Parking Management System - Phase 1			
		FROM: Various TO: Various			
Interstate	111613	Statewide	9999		\$1,807,000
		Statewide Truck Parking Management System - Phase 2			
		FROM: Various TO: Various			
Interstate	111892	Statewide	9999		\$0
		ATMS - Phase 1, 2, 3, 4			
		FROM: Various TO: Various			
Interstate	114400	Statewide	9999		\$300,000
		Drone Technology Project			
		FROM: Various TO: Various			

Kingsport MPO**Construction : Safety/ITS/Operational Improvements**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	115854	Statewide	9999		\$1,250,000
			ITTF FY20 Arterial Operations Program Dashboard		
			FROM: n/a TO: n/a		
Interstate	115855	Statewide	9999		\$4,700,000
			ITTF FY20 High Speed Communications		
			FROM: Various TO: Various		
Miscellaneous	T19069	Bristol District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Impement iPeMS (Iteris Performance Measurement System)		
			FROM: various TO: various		
Miscellaneous	114193	Statewide	VARIOUS (9999)		\$0
			PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE		
			FROM: VARIOUS TO: VARIOUS		
Primary	110878	Gate City	WEST JACKSON STREET (0023)		\$84,817
			West Jackson Street Sidewalk Improvements		
			FROM: Kane Street TO: Water Street		
Primary	113770	Scott County	0023		\$563,344
			RTE. 23 INSTALL RUMBLE STRIPS, GUARDRAIL, DRAINAGE IMPROV.		
			FROM: Int. of Alt. Rte. 58 and Rte. 23 TO: West Jackson Street (2.6840 MI)		
Primary	109438	Scott County	ORBY CANTRELL HIGHWAY (0058)		\$6,877,391
			#HB2.FY17 - US58/23 Access Management With Park & Ride		
			FROM: 0.182 mi. W. Int. Rte. 58/619 TO: 0.244 mi. E. Int. Rte. 58/619 (0.4260 MI)		
Primary	113892	Scott County	VETERANS MEMORIAL HWY (0072)		\$195,000
			State Route 72 Scott County Rumble Strips		
			FROM: Intersection VA-71E TO: Intersection VA-65E (10.8000 MI)		
Primary	104189	Scott County	WADLOW GAP HWY (0224)		\$3,213,719
			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)		
Construction : Safety/ITS/Operational Improvements Total					\$22,485,757

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	108097	Scott County	EN09		\$60,042
			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					\$60,042

Kingsport MPO**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14707	Bristol District-wide	0000		\$65,941,946
STIP-MN Bristol: Preventive MN and System Preservation					
Maintenance : Preventive Maintenance and System Preservation Total					\$65,941,946

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14706	Bristol District-wide	0000		\$20,536,766
STIP-MN Bristol: Preventive MN for Bridges					
Maintenance : Preventive Maintenance for Bridges Total					\$20,536,766

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14705	Bristol District-wide	0000		\$26,081,512
STIP-MN Bristol: Traffic and Safety Operations					
Maintenance : Traffic and Safety Operations Total					\$26,081,512

Kingsport MPO Total	\$145,514,146
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**TABLE C : Kingsport MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

Highway Projects

FFY 2021 - 2024

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		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										
HSIP	\$83,556	\$83,556	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$118,556	\$118,556
Subtotal -- Federal	\$83,556	\$83,556	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$118,556	\$118,556
Other										
State Match	\$9,284	\$9,284	\$3,889	\$3,889	\$0	\$0	\$0	\$0	\$13,173	\$13,173
Subtotal -- Other	\$9,284	\$9,284	\$3,889	\$3,889	\$0	\$0	\$0	\$0	\$13,173	\$13,173
Total	\$92,840	\$92,840	\$38,889	\$38,889	\$0	\$0	\$0	\$0	\$131,729	\$131,729
Federal - ACC (1)										
NHS/NHPP	\$658,736	\$658,736	\$1,585,351	\$1,585,351	\$0	\$0	\$0	\$0	\$2,244,087	\$2,244,087
Subtotal -- Federal - ACC (1)	\$658,736	\$658,736	\$1,585,351	\$1,585,351	\$0	\$0	\$0	\$0	\$2,244,087	\$2,244,087
Maintenance - Federal (4)										
NHFP	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
NHS/NHPP	\$8,264,798	\$8,264,798	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$35,846,867	\$35,846,867
STP/STBG	\$13,668,369	\$13,668,369	\$19,374,704	\$19,374,704	\$17,554,617	\$17,554,617	\$21,115,667	\$21,115,667	\$71,713,357	\$71,713,357
Subtotal -- Maintenance - Federal (4)	\$24,433,167	\$24,433,167	\$31,068,727	\$31,068,727	\$26,748,640	\$26,748,640	\$30,309,690	\$30,309,690	\$112,560,224	\$112,560,224

- (1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
- (2) CMAQ/RSTP includes funds for TRANSIT projects
- (3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
- (4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

I-40/81 Multimodal Corridor Study



We want to hear from YOU!

Survey

www.surveymonkey.com/r/F62R7DY

More Information

www.tn.gov/tdot/i-40-81-study.html

We hope you will participate in TDOT's I-40/81 Multimodal Corridor Study Public Outreach Process

We know that as Tennessee residents, you have specific transportation issues that you face daily. To help us better serve you we have created on-line surveys so that you can pinpoint specific locations on these corridors where concerns such as safety, availability, and other issues or concerns exist.

Please help us to identify areas where we can improve the I-40/81 corridor systems. **We need your viewpoints** – you can provide your input on TDOT's public survey at:

www.surveymonkey.com/r/F62R7DY

To learn more about the study and view
our interactive map of I-40/81 visit:

www.tn.gov/tdot/i-40-81-study.html



Agenda Item #6 - Interstate 81/40 Study Recommendations

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March 12, 2020

TDOT Long Range Planning Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

RE: Interstate 81 / 40 Study – Comments/Recommendations from Kingsport MTPO

Dear TDOT Long Range Planning:

The Kingsport MTPO Staff and Executive Board would like to submit the following comments and/or recommendations to the current Interstate 81/40 Study that is being conducted by TDOT and led by consultant WSP. As the study progresses and various technical and summary reports are issued, we would like to have these recommendations and concerns incorporated into those documents, which are based upon local research and identification of deficiencies and future needs that exist or will likely occur. Kingsport considers I-81 to be a vital corridor in terms of moving traffic, establishing economic initiatives, maintaining safe commuter travel, maintaining safe and efficient movement of through traffic, providing a quality corridor for freight and truck movement, and carrying other modes of travel - including transit-bus and car-pool service.

Transportation Systems Management

We support and strongly urge TDOT to consider more ITS features on Interstate 81. Crashes, weather conditions, traffic congestion, diverted traffic, and incident management can all greatly benefit from the application of intelligent transportation features, including camera systems, variable message boards, weather stations (northbound as elevation changes), HELP trucks, ramp metering, and other controls and monitoring systems. Variable Message Boards (VMBs) would be particularly valuable in the northbound lane near Fall Branch (as you approach the Tri-Cities area) and near the Airport exit. Funds have been dedicated for new/additional ITS features on I-81 and included in the Kingsport MTPO's TIP.

Pavement and Structures

There are areas of need for repaving, particularly along segments that have more intense geometry. Most importantly, additional guardrails, continuous median cabling (close the gaps), and other features that can mitigate the crash rate or seriousness of crashes are needed. Signage notifying motorists of upcoming conditions, including speed limitations, should be re-evaluated. Maintenance of new and existing signage, guardrails, median cabling, and other features should also be a priority.

Traffic Operations

The primary operations problem along the Kingsport portion of I-81 is the interchange of I-81 with Interstate 26. This is a worsening problem every day, as volumes continue to increase and significant conflicts occur every 5 minutes (watching this interchange for just a few moments would make one realize that this is an immediate problem and needs immediate attention). As development occurs in the quadrants surrounding this area the traffic scenario will get worse. Also, the operational conditions of Exit 63 and Exit 74 will experience increasing problems as well and will need re-evaluating. Collector-Distributor lanes should be installed between Exits 56 and 57. Along with safety as a component, improved consistency in speed limits on I-81 will also help in managing traffic through the Tri-Cities area. In addition an important new factor that will greatly affect traffic volumes and patterns at Exit 63 is the opening of a new 2,000+ student high school adjacent to I-81 and Airport Parkway. Considering student traffic, faculty, parents, and other trip-generators, this interchange will become very busy and will likely need additional analysis to determine where new features will be needed (signals, widened ramps, and etcetera), particularly during peak hours at exit and entrance ramps.

Safety

Not only is the Interchange with I-26 a major traffic operations problem area but it is also one of the most dangerous and under-designed interchanges in East Tennessee. The Johnson City MTPO has also identified this as a major problem area and a long-term solution needs to be developed. There have been studies but little has been done to change the current status of this interchange. Short ramps and weaving patterns need to be addressed. Along the entire corridor speed limits need to be re-evaluated. ITS monitoring and messaging would help mitigate the high speeds that currently exist, particularly in the segments between Exit 56 to Exit 74 near the Virginia state line. Again, median cables should exist without any gaps throughout the entire length of I-81. Guard-rails should also be re-evaluated in terms of runoff-the-road crashes where slopes are steep. Better reflective signage, pavement markings, and signs should be applied. Greater Highway Patrol presence should exist. At least one HELP truck should cover the area between the Virginia state line and Fall Branch.

Freight

Interstate 81 in the Kingsport area and all of East Tennessee is well-known for a large amount of daily truck traffic. Approximately 40% of the overall traffic is truck traffic, most of which leads to ports along the east coast, the northeast centers of trade (DC to New York and New England), as well as (via I-40) westward to Memphis, Dallas, Albuquerque, and the west coast. Pass-through (external) traffic creates a daily demand on I-81 and affects local traffic. Internally, Eastman Chemical Company and other industries in the Kingsport metropolitan area produce a much higher rate of freight and truck traffic than most communities of similar size. This internally-generated traffic also creates capacity issues, safety issues, and economic issues throughout the I-81 as well as I-26 corridors. Additional truck climbing lanes as well as capacity-oriented lanes need to be considered along segments between Exits 56 and 59, and between Exit 74 and the Virginia state line. Truck speeds and driving habits also need to be monitored more closely, i.e. following too closely, not moving over at entrance ramps, and excessive speeds (greater Highway Patrol presence would help alleviate this). The weaving problems at the I-26 interchange (Exit 57) and at Exit 74 need to be addressed and corrected. The I-26 / I-81 interchange is a challenge for truckers 24 hours a day and needs immediate attention.

Economic Development

There are three (3) primary economic development focus areas found along the Kingsport segment of I-81. These include the I-81/I-26 crossroads area (Exits 56 and 57), the SR-36 interchange area (Exit 59), and the Airport Parkway area (Exit 63). Some development has already occurred in these areas. However, more is expected as an abundance of open land still exists that could fuel additional growth adjacent to all of these interchanges. The I-26 interchange has great potential for retail and related growth due to its strategic location (and crossroads) in East Tennessee. Adjacent properties have been prepped for development through private dollars as well as the investment of City of Kingsport and TDOT funds. Improvements include the installation of new water and sewer lines, grading and leveling, and roadway improvements (around year 2000). Eventually, accessibility limitations to and from I-26 and I-81 will create traffic capacity issues in all 4 quadrants around the interchange. Strategies to handle the traffic generated from this growth needs to be considered by TDOT as well as the local MTPO.

Another important issue that relates to economic development is air quality and vehicle emissions control. An increasing number of communities are now supporting the installation of electric charging stations, or propane re-fueling stations, as well as compressed natural gas re-fueling stations. The I-81 corridor should be promoted as a route that includes multiple resources to “refill” a vehicle. This initiative in Northeast Tennessee might include a partnership with the Virginia DOT in an effort to support and identify I-81 as an official (per FHWA) “Alternative Fuels Corridor”.

Multi-Modal Needs

Interstate 81 carries an abundance of commuter traffic and has the potential for effectively moving employees to and from Kingsport, Johnson City, Bristol, and other Tri-City communities, and points in between through the coordination of inter-city transit systems and commuter van-pool service. The MTPO supports recent efforts to initiate a study of ridesharing/van-pool service within the Tri-Cities area. The study, which will be conducted in coordination with the First Tennessee Development District, will help determine where park and ride lots could be constructed at various interchanges, particularly at Exit 59 (Fort Henry Drive), Exit 63 (Airport Parkway), Exit 66 (Memorial Boulevard) and other strategic locations that would reduce traffic volumes and save commuters a significant amount of depreciation and expenses associated with “SOV” (Single Occupancy Vehicle) travel. TDOT will be encouraged to participate in this study.

In summary, please consider these suggestions and, where possible, incorporate projects and concepts into the Interstate 81/40 Report. We look forward to a continued partnership with WSP and TDOT in producing a valuable set of recommendations that will address and solve the identified deficiencies and that can be funded and implemented. Again, thank you for your guidance, support, and work on the study of this vital corridor in East Tennessee and the Tri-Cities area.

Sincerely,

James Phillips, Chairman
Kingsport MTPO Executive Board

William A. “Bill” Albright, Chairman
Kingsport MTPO Executive Staff

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
- Resurfacing Grouping - Kingsport
- SR-126 (Memorial Boulevard) – Phase I
- SR-126 (Memorial Boulevard) – Phase II
- SR-36 (Fort Henry Drive) – SR-75 to I-81
- SR-347 (Rock Springs Road)
- SR-93 Improvements – 3 sections
- I-81 ITS Expansion
- Fort Robinson Bridge over Dry Creek
- Memorial Blvd / Fort Henry Dr Intersection Improvements
- Cross-Town Connector (Sevier Ave)*
- Sullivan Street – Phase III (Roller Street to Lynn Garden Drive)*

HAWKINS COUNTY

- Independence Avenue
- Hammond Avenue

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)

RECENTLY COMPLETED

- Press Road Resurfacing (Church Hill)
- Wadlow Gap Road/SR-224 (Virginia)
- Englewood Signal (Mount Carmel)

*Planned projects