

**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 #4**

**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**, the Memorandum of Agreement between the Tennessee Department of Transportation and the Kingsport MTPO outlines the requirements to amend the TIP; and

**WHEREAS**, the Executive Board of the Kingsport MTPO wishes to amend the FY 2020-2023 TIP by increasing the amount of funding programmed in the PE-N and PE-D phases for FY21 of TIP project #TN-2019-011 (SR-36 from SR-75 to I-81) and increasing the total project cost as requested by TDOT and identified and detailed in the attached TIP pages for Amendment #4; 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 Tennessee portion of the Kingsport Metropolitan Transportation Planning Organization FY 2020-2023 Transportation Improvement Program, which shall be known as TIP Amendment #4, is hereby approved as presented.

  
\_\_\_\_\_  
James Phillips, Chairman  
Kingsport MTPO Executive Board

6/5/2020  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Lesley Phillips  
Kingsport MTPO Staff

6/5/2020  
\_\_\_\_\_  
Date

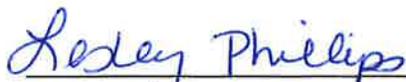
## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Kingsport Metropolitan Transportation Planning Organization and the Tennessee 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

6/5/2020  
Date

  
Lesley Phillips  
Kingsport MTPO Staff

6/5/2020  
Date

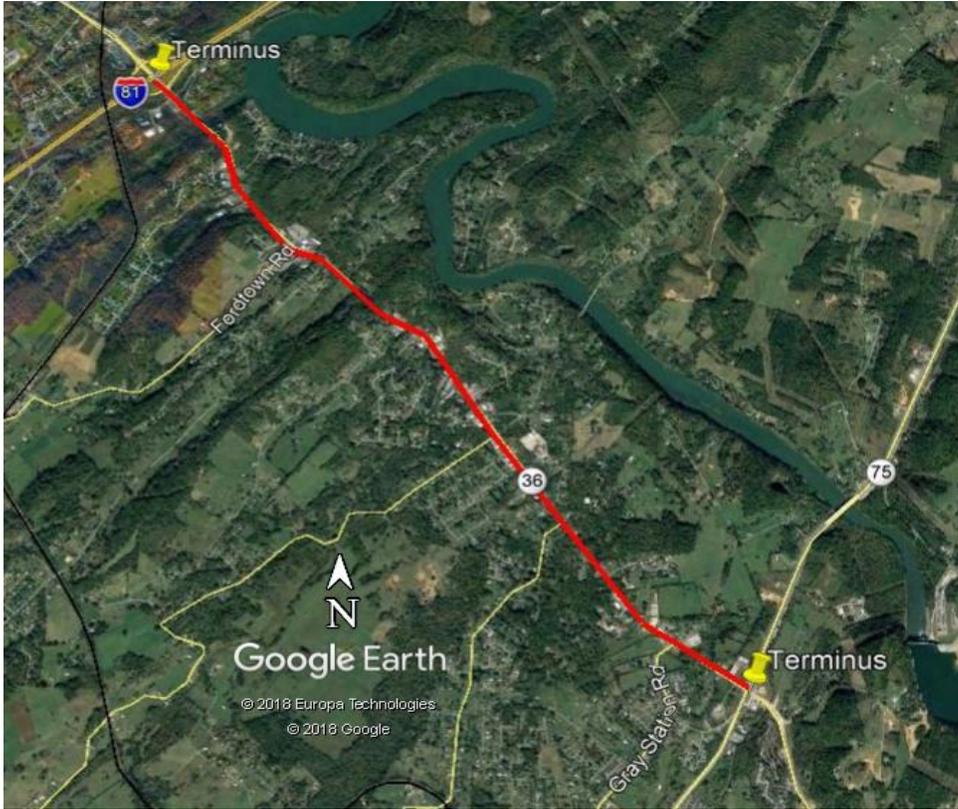


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TIP #	TN-2019-011	TDOT PIN / VA UPC	124663.00	Priority		Lead Agency	TDOT
STIP #	2090020						
County	Sullivan, Washington	Length	3.5 miles	LRTP#	Page #7-4	Conformity Status	NA
Route/Project Name	SR-36					Total Project Cost	\$44,750,000
Termini or 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 #	

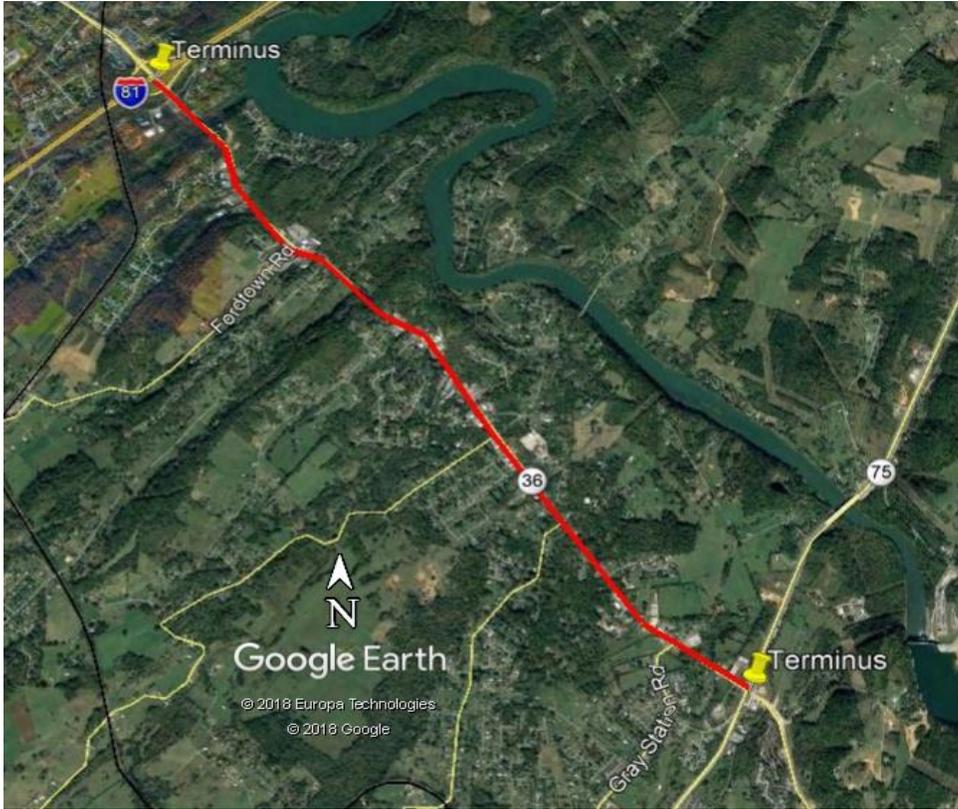




TIP #	TN-2019-011	TDOT PIN / VA UPC	124663.00	Priority		Lead Agency	TDOT
STIP #	2082050						
County	Sullivan, Washington	Length	3.5 miles	L RTP#	Page #7-4	Conformity Status	NA
Route/Project Name	SR-36					Total Project Cost	\$88,600,000
Termini or Intersection	(Fort Henry Drive) from SR-75 to I-81 (IA)						
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	\$400,000	\$320,000	\$80,000	\$0
FY21	PE-D	STBG	\$2,000,000	\$1,600,000	\$400,000	\$0

Remarks	Amendment #	4	Admin Modification #	
TDOT Amendment #18 - Increase PE-N by \$150,000 in FY21, increase PE-D by \$1,750,000 in FY21, increase total project cost to \$88,600,000				



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	\$250,000	\$225,000	\$25,000	\$0	\$0	\$250,000	\$0
HSIP-R	\$425	\$383	\$43	\$0	\$0	\$425	\$0
NHPP	\$445,000	\$356,000	\$89,000	\$0	\$0	\$445,000	\$0
R-STBG (State)	\$131,500	\$105,200	\$26,300	\$0	\$0	\$131,500	\$0
STBG (State)	\$12,150,000	\$9,720,000	\$2,430,000	\$0	\$0	\$12,150,000	\$0
<b>STBG (Local)*</b>	<b>\$8,671,830</b>	<b>\$6,954,464</b>	<b>\$80,000</b>	<b>\$1,637,366</b>	<b>\$1,875,625</b>	<b>\$1,553,905</b>	<b>\$3,429,530</b>
O & M (Local)	\$17,560,000	\$0	\$0	\$17,560,000	\$0	\$17,560,000	\$0
<b>Totals:</b>	<b>\$39,208,755</b>	<b>\$17,361,047</b>	<b>\$2,650,343</b>	<b>\$19,197,366</b>	<b>\$0</b>	<b>\$32,090,830</b>	<b>\$3,429,530</b>

\*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
<b>STBG (Local)*</b>	<b>\$1,500,000</b>	<b>\$560,000</b>	<b>\$0</b>	<b>\$940,000</b>	<b>\$2,869,530</b>	<b>\$1,553,905</b>	<b>\$4,423,435</b>
O & M (Local)	\$17,735,600	\$0	\$0	\$17,735,600	\$0	\$17,735,600	\$0
<b>Totals:</b>	<b>\$20,099,075</b>	<b>\$1,258,628</b>	<b>\$164,848</b>	<b>\$18,675,600</b>	<b>\$2,869,530</b>	<b>\$20,152,980</b>	<b>\$4,423,435</b>

\*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	\$0	\$3,850,000	\$0
<b>STBG (Local)*</b>	<b>\$2,500,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$2,423,435</b>	<b>\$1,553,905</b>	<b>\$3,977,340</b>
O & M (Local)	\$17,912,956	\$0	\$0	\$17,912,956	\$0	\$17,912,956	\$0
<b>Totals:</b>	<b>\$26,449,981</b>	<b>\$6,834,323</b>	<b>\$1,202,703</b>	<b>\$18,412,956</b>	<b>\$2,423,435</b>	<b>\$25,503,886</b>	<b>\$3,977,340</b>

\*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
<b>STBG (Local)*</b>					<b>\$3,977,340</b>	<b>\$1,553,905</b>	<b>\$5,531,245</b>
O & M (Local)	\$18,092,085	\$0	\$0	\$18,092,085	\$0	\$18,092,085	\$0
<b>Totals:</b>	<b>\$18,265,910</b>	<b>\$142,193</b>	<b>\$31,633</b>	<b>\$18,092,085</b>	<b>\$3,977,340</b>	<b>\$19,819,815</b>	<b>\$5,531,245</b>

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

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

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	\$250,000	\$225,000	\$25,000	\$0	\$0	\$250,000	\$0
HSIP-R	\$425	\$383	\$43	\$0	\$0	\$425	\$0
NHPP	\$445,000	\$356,000	\$89,000	\$0	\$0	\$445,000	\$0
R-STBG (State)	\$131,500	\$105,200	\$26,300	\$0	\$0	\$131,500	\$0
STBG (State)	\$12,150,000	\$9,720,000	\$2,430,000	\$0	\$0	\$12,150,000	\$0
<b>STBG (Local)*</b>	<b>\$8,671,830</b>	<b>\$6,954,464</b>	<b>\$80,000</b>	<b>\$1,637,366</b>	<b>\$1,875,625</b>	<b>\$1,553,905</b>	<b>\$3,429,530</b>
O & M (Local)	\$17,560,000	\$0	\$0	\$17,560,000	\$0	\$17,560,000	\$0
<b>Totals:</b>	<b>\$39,208,755</b>	<b>\$17,361,047</b>	<b>\$2,650,343</b>	<b>\$19,197,366</b>	<b>\$0</b>	<b>\$32,090,830</b>	<b>\$3,429,530</b>

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**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)	\$2,475,000	\$1,980,000	\$495,000	\$0	\$0	\$2,475,000	\$0
<b>STBG (Local)*</b>	<b>\$1,500,000</b>	<b>\$560,000</b>	<b>\$0</b>	<b>\$940,000</b>	<b>\$2,869,530</b>	<b>\$1,553,905</b>	<b>\$4,423,435</b>
O & M (Local)	\$17,735,600	\$0	\$0	\$17,735,600	\$0	\$17,735,600	\$0
<b>Totals:</b>	<b>\$21,999,075</b>	<b>\$2,778,628</b>	<b>\$544,848</b>	<b>\$18,675,600</b>	<b>\$2,869,530</b>	<b>\$22,052,980</b>	<b>\$4,423,435</b>

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**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	\$0	\$3,850,000	\$0
<b>STBG (Local)*</b>	<b>\$2,500,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$2,423,435</b>	<b>\$1,553,905</b>	<b>\$3,977,340</b>
O & M (Local)	\$17,912,956	\$0	\$0	\$17,912,956	\$0	\$17,912,956	\$0
<b>Totals:</b>	<b>\$26,449,981</b>	<b>\$6,834,323</b>	<b>\$1,202,703</b>	<b>\$18,412,956</b>	<b>\$2,423,435</b>	<b>\$25,503,886</b>	<b>\$3,977,340</b>

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**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
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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
<b>STBG (Local)*</b>					<b>\$3,977,340</b>	<b>\$1,553,905</b>	<b>\$5,531,245</b>
O & M (Local)	\$18,092,085	\$0	\$0	\$18,092,085	\$0	\$18,092,085	\$0
<b>Totals:</b>	<b>\$18,265,910</b>	<b>\$142,193</b>	<b>\$31,633</b>	<b>\$18,092,085</b>	<b>\$3,977,340</b>	<b>\$19,819,815</b>	<b>\$5,531,245</b>

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