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## MEMORANDUM

To: Kingsport MTPO Executive Board  
CC: Subscribed Interested Parties  
From: Lesley Phillips  
Date: January 29, 2024  
Subject: MTPO Executive Board Meeting

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Please see the attached agenda for the next meeting of the Kingsport MTPO Executive Board, to be held **Thursday, February 8, 2024 at 1:30 PM (ET), in the Kingsport City Hall Montgomery-Watterson Boardroom (415 Broad Street, 3<sup>rd</sup> floor, Kingsport, Tennessee).**

There are six action items:

- **Minutes from August 10, 2023 Meeting**
- **Election of Executive Board Vice Chair**
- **PM1 Targets – Tennessee and Virginia**
- **Transit Safety Targets**
- **Local Road Safety Plan Amendment**
- **2020 Census Urban Area Boundary Adjustment**

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

The meeting will be in-person and members of the public are welcome to attend. We also plan to offer live public access to the meeting through a Zoom webinar. Members of the public who are interested in attending remotely should register in advance using this link: [https://us06web.zoom.us/webinar/register/WN\\_71G\\_C3s4Ql6Ke4DMU1PJgA](https://us06web.zoom.us/webinar/register/WN_71G_C3s4Ql6Ke4DMU1PJgA)

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  
February 8, 2024 at 1:30 PM  
Kingsport City Hall  
Montgomery-Watterson Boardroom  
415 Broad Street, 3<sup>rd</sup> floor, Kingsport, TN 37660**

**Call to Order - Chairman**

## **1. General Information and Attendance Roll Call**

**Presenter:** Lesley Phillips

## **2. Public Comment**

As mentioned at the August 10, 2023 meeting, going forward there will only be one opportunity for public comment during the meeting. The public comment period will occur at the beginning of the meeting. Those wishing to make a comment pertaining to any of the agenda items or any transportation planning issues, activities, and/or projects that pertain to the Kingsport Metropolitan Transportation Planning Organization may do so at this time with a five-minute time limitation.

## **3. Approval of Minutes from August 10, 2023 Meeting (Vote Required)**

**Presenter:** Chairman

## **4. Election of Executive Board Vice Chair (Vote Required)**

**Presenter:** Lesley Phillips

**Item Summary:** The Bylaws of the Kingsport MTPO describe how the membership works, including the Executive Board, officers, staff members, sub-committees, etcetera. While the Chair is permanent and does not require an annual or periodic election, the position of Vice-Chair requires annual election. The staff requests that the Executive Board members nominate and elect a Vice-Chair.

## **5. PM1 Targets – Tennessee and Virginia (Vote Required)**

**Presenter:** Lesley Phillips

**Item Summary:** As part of the performance-based planning and programming requirements of MAP-21, the FAST Act, and more recently the Bipartisan Infrastructure Law (BIL), MPOs are required to adopt Safety Performance Measures (PM1) annually. In February 2023, the Executive Board voted to adopt TDOT and VDOT's Safety Performance Targets for the five-year reporting period of 2018-2022. These targets are updated annually and will roll ahead one year to cover the reporting period of 2020-2024. Staff recommends the MTPO continue to support the respective targets for Tennessee and Virginia as outlined in the attached resolution and supporting documentation.

**Recommendation:** Approve and adopt the Resolution and targets as presented.

## **6. Transit Safety Targets (Vote Required)**

**Presenter:** Lesley Phillips

**Item Summary:** As part of the performance-based planning and programming requirements of MAP-21, the FAST Act, and more recently the Bipartisan Infrastructure Law (BIL), transit agencies that receive FTA Section 5307 Urbanized Area Formula Grant funds are required to develop a Public Transportation Agency Safety Plan (PTASP) and adopt specific transit safety targets. MPOs are also required to adopt transit safety targets. Within the Kingsport MTPO area, there are two transit agencies that receive FTA Section 5307 funds, KATS and NET Trans. Staff recommends the MTPO support the respective transit safety targets of each agency as shown in the attached resolution and supporting documentation.

**Recommendation:** Approve and adopt the Resolution and targets as presented.

## **7. Local Road Safety Plan Amendment (Vote Required)**

**Presenter:** Lesley Phillips

**Item Summary:** A Local Road Safety Plan (LRSP) is a locally-focused data-driven plan that considers the unique and diverse safety issues of local roadways and provides a framework to improve safety and save lives. Kingsport MTPO staff worked with the FHWA Office of Safety, a consultant team from VHB, and a diverse group of stakeholders to develop a LRSP for the Kingsport MTPO area which was adopted by the Kingsport MTPO Executive Board on November 3, 2022. The local road analysis revealed Bloomingdale Pike/Bloomingdale Road had a high share of fatal and serious injury crashes and should be included in the Regional Safety Priorities considered for implementation.

**Recommendation:** Approve and adopt the Resolution and Amendment as presented.

## **8. Urban Area Adjustment from 2020 Census (Vote Required)**

**Presenter:** Lesley Phillips

**Item Summary:** After each Decennial Census, the US Census Bureau delineates urban and rural areas. The urban area designations following the 2020 Census were released on

December 29, 2022. Federal regulations allow states and local officials to adjust urban area boundaries for transportation purposes for reasons such as addressing irregularities in urban area boundary shapes, maintaining consistency with roadway functional classifications, and including major traffic generators. Kingsport MTPO staff worked in cooperation with the Tennessee Department of Transportation (TDOT) and the Virginia Department of Transportation (VDOT) to make adjustments to the urban boundary as shown in the attached documentation.

**Recommendation:** Approve and adopt the Resolution and adjusted urban area boundary as presented.

## **9. Annual Federal Funds Obligation Reports – Tennessee and Virginia**

**Presenter:** Lesley Phillips

**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. This is an informational item; no Board action is required.

## **10. Virginia Planning Funds and 5303 Funds Discussion**

**Item Summary:** Traditionally, the MTPO receives Planning (PL) and 5303 funds from Virginia each year. Beginning with FY25, there will be changes to both of these programs. This is an informational item; no Board action is required.

## **11. Federal & State Partner Updates and Project Updates**

**Presenter:** Lesley Phillips (Facilitator)

**Item Summary:** Updates will be given by our partners at Federal Highway Administration, Federal Transit Administration, Tennessee, and Virginia. Also, updates from our local partners and project updates will be given.

## **12. Meeting Adjournment**

## Sample Proxy Letter

\_\_\_\_\_  
Date

I, \_\_\_\_\_, of \_\_\_\_\_,  
(Print Name) (Agency)

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

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

\_\_\_\_\_  
Signature

**KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
EXECUTIVE BOARD MEETING  
Minutes for August 10, 2023 Meeting  
In-Person Meeting with Optional Live Public Access via Zoom Webinar**

**Members Present:**

Jimmy Adkins, Blake Ailor, Mark DeWitte, Chase Milner, Paul Montgomery, Ronda Sawyer, Ambre Torbett

**Absent:** None

**Staff Present:**

Susan Doran, Lesley Phillips, Candace Sherer, Michael Thompson

**In Person Attendees:**

Bill Albright – Retired MPO  
Michael Dick – TDOT  
Troy Ebbert – TDOT  
Jason Farmer - TDOT  
Chris Goodwin – Sullivan County Highway Department  
Todd Jones – Mattern & Craig  
Eric Kerney – Sullivan County Highway Department  
Candace Long – NET Trans  
Luke Meade – Sullivan County Planning and Codes  
Ken Taggart - Citizen

**Online Attendees:**

Micah Bray – City of Bristol TN/Bristol MPO  
Michelle Christian – TDOT  
Tyler Gillenwater – Bristol MPO  
David Jones – Tri-City Airport  
Daniel Wagner – DRPT  
Eric Wilson - TDOT

**Recorder:** Susan Doran

- I. **Call to Order:** Chairman Paul Montgomery called the meeting to order.
- II. **General Information/Attendance Roll Call:**  
The meeting was held in-person with optional live public access available via Zoom Webinar. A video/audio recording of the meeting is published online at <https://www.kingsporttn.gov/city-services/kmtpo/meetings-notices/agenda-minutes/>  
  
Attendance was taken by roll call.
- III. **Public Comment:** Chairman Paul Montgomery invited members of the public to address comments related to agenda items. Chairman Montgomery stated after today's meeting, public comments will be held at the beginning of the meeting only with the speaker being allotted 5 minutes. This will be a time for public comments only and no questions will be answered during the meeting time.

- IV. Approval of Minutes:** The minutes of the May 11, 2023 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.
- V. New Business:**
- A. FY24 & FY25 United Planning Work Program (UPWP).** Presented by Lesley Phillips. 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. The document is typically organized in a manner where these tasks/planning functions are detailed in accordance with federal, state, and local standards along with a budget for each task. The tasks include Program Administration; Travel Data Collection, Maintenance, and Analysis; Short Range Planning; Long Range Planning; Multimodal Planning; and Special Studies. For Tennessee/TDOT (fiscal year October 1 through September 30) the UPWP is recognized over a 2-year period. Whereas, for Virginia/VDOT/DRPT (fiscal year July 1 through June 30), an update is required every year. Due to the different fiscal years, the Virginia FY24 UPWP was adopted at the May meeting subject to changes and/or edits made by TDOT and FHWA/FTA. The final document is being presented for approval/adoption. Ronda Sawyer made a motion to approve the resolution and adopt the FY24 & FY25 Unified Planning Work Program (UPWP) as presented and was seconded by Blake Ailor. The motion carried unanimously.
- B. Ranking of Projects for TDOT Consideration.** Presented by Lesley Phillips. Each Fall, TDOT asks the MTPO to rank a list of state managed projects for inclusion in the state’s 3-year program. As part of that process, the MTPO chooses to submit additional projects for TDOT’s future consideration. In November 2022 TDOT asked that any additional projects be submitted separately. With the new TN Transportation Modernization Act, TDOT leadership will be reviewing all state managed projects for possible funding. The MTPO Executive Board discussed the priority projects that did not make it into the 3-year plan and also additional projects for consideration. A motion was made by Ambre Torbett to approve the list of priority projects and additional projects to submit to TDOT to consider funding through the new Transportation Modernization Act and was seconded by Chase Milner. The motion carried unanimously. A letter will be composed, signed by the Chairman, and sent to TDOT.
- VI. PROJECT UPDATES/STATE AND FEDERAL PARTNER UPDATES**  
Staff provided updates on projects as requested. Other updates and information were provided by TDOT, VDOT, DRPT, and local transit representatives.
- VII. PUBLIC COMMENTS:** Chairman Paul Montgomery invited members of the public to address the Executive Board with issues related to transportation planning issues, activities, and/or projects that pertain to the Kingsport Metropolitan Transportation Planning Organization. Ken Taggart addressed the Executive Board with comments and concerns pertaining to SR-36. Chairman Paul Montgomery addressed Mr. Taggart stating the public comment section is a time for citizens to make comments, however, the citizen will not receive a response from the Executive Board members and staff during the meeting. If the citizen wishes to speak with someone one-on-one, this needs to be done after the meeting. The public comment section is for a citizen to address the Executive Board with their comments only.
- VIII. ADJOURNMENT:** There being no other business, the meeting was adjourned.

## Agenda Item #5 - PM1 Targets - Tennessee and Virginia

### A RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) SUPPORTING THE 2020-2024 SAFETY (PM1) PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AND THE COMMONWEALTH OF VIRGINIA

**WHEREAS**, the Kingsport 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**, in 2012 Congress passed Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) that mandated the establishment of a performance and outcome-based program for transportation decisions that was carried forward in the Fixing America's Surface Transportation (FAST) Act and continues with the Bipartisan Infrastructure Law (BIL); and

**WHEREAS**, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

**WHEREAS**, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require state DOTs and MPOs to annually set Safety Performance Measure Targets, which apply to all public roads, for five areas including number of fatalities, number of serious injuries, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), rate of serious injuries per 100 million Vehicle Miles Traveled (VMT), and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the State targets in the HSIP Annual Report to make a decision regarding whether to support the state's targets or establish their own targets; and

**WHEREAS**, the Tennessee Department of Transportation (TDOT) and the Virginia Department of Transportation (VDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2023 in their respective State HSIP Annual Report; and

**WHEREAS**, the Kingsport MTPO staff recommends supporting the respective Safety Performance Measure Targets for each state as established by TDOT and VDOT.

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

The Kingsport MTPO hereby supports TDOT's and VDOT's 2020-2024 Targets for all of the required Safety Performance Measures defined above by agreeing to plan and program projects that support each state's established targets as shown in Attachment A (for TN) and the attached letter (for VA).

**RESOLUTION APPROVED:**

Date: \_\_\_\_\_

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Paul Montgomery, Chairman  
Kingsport MTPO Executive Board

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Lesley Phillips  
Kingsport MTPO Coordinator



## **Attachment A**

### **Tennessee Department of Transportation Safety (PM1) Performance Targets**

Safety Performance Measure Targets were based on a 5-year rolling average (2020-2024) and were reported to FHWA by TDOT on August 31, 2023.

<b>Performance Measure</b>	<b>Anticipated Baseline* 2018-2022</b>	<b>Target 2020-2024</b>
Number of Fatalities**	1206.6	1346.2
Fatality Rate**	1.485	1.642
Number of Serious Injuries**	5746.2	5995.5
Serious Injury Rate**	7.048	7.315
Number of Non-Motorized Fatalities and Serious Injuries	574.8	704.2

\* The baseline is based on preliminary figures from early 2023. FHWA will determine the final figures in early 2024.

\*\* Rate for Fatalities and Serious Injuries is based on 100 million Vehicle Miles Traveled (VMT).

February 8, 2024

Mr. Stephen Read, P.E.  
State Highway Safety Engineer  
Traffic Operations Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Dear Mr. Read:

*Kingsport MPO* submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

### Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

☒ The MPO plans to adopt the statewide annual goal percent changes

☐ The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	+4.01%	
Serious Injuries	-0.48%	
Non-Motorized Fatalities and Serious Injuries	+2.21%	
Vehicle Miles Traveled (VMT)	-0.32%	

\*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2022 to 2024

### Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

## 2024 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	1
Fatality Rate	2.420
Serious Injuries	10
Serious Injury Rate	18.106
Non-Motorized Fatalities and Serious Injuries	0

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2024 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 29, 2024**.

For questions or comments, please contact me at [LesleyPhillips@KingsportTN.gov](mailto:LesleyPhillips@KingsportTN.gov) and 423-224-2670.

Respectfully,

Lesley Phillips  
Kingsport MTPO  
MTPO Coordinator  
415 Broad Street  
Kingsport, TN 37660

**A RESOLUTION BY THE EXECUTIVE BOARD OF THE  
KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
SUPPORTING TRANSIT SAFETY TARGETS AS ESTABLISHED BY KATS and NET TRANS**

**WHEREAS**, the Kingsport 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**, in 2012 Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) that mandated the establishment of a performance and outcome-based program for transportation decisions that was carried forward in the Fixing America's Surface Transportation (FAST) Act and continues with the Bipartisan Infrastructure Law (BIL); and

**WHEREAS**, the regulations require transit agencies, states, and MPOs to each set targets; and

**WHEREAS**, the Kingsport Area Transit Service (KATS) and NET Trans (a program of the First Tennessee Human Resource Agency) are designated recipients of Federal Transit Administration (FTA) Urbanized Area Formula Grant Program funds under 49 USC Section 5307 within the Kingsport MTPO planning area; and

**WHEREAS**, KATS and NET Trans have adopted Public Transportation Agency Safety Plans (PTASP) and prepared safety performance targets based on safety performance criteria defined by the National Public Transportation Safety Plan; and

**WHEREAS**, the MTPO understands the requirements to programmatically address these targets within the Long Range Transportation Plan and the Transportation Improvement Program, will report targets as required and share adopted targets with state and federal partners, review any changes to the transit safety performance targets, and consider revisiting the MTPO's targets based on the schedule for preparation of the system performance report that is part of the Long Range Transportation Plan; and

**WHEREAS**, the Kingsport MTPO staff recommends supporting the respective transit safety targets as established by each public transportation provider.

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

The Kingsport MTPO hereby supports the respective transit safety targets established by the Kingsport Area Transit Service and NET Trans as shown in the attached tables.

**RESOLUTION APPROVED:**

Date: \_\_\_\_\_

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Paul Montgomery, Chairman  
Kingsport MTPO Executive Board

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Lesley Phillips  
Kingsport MTPO Coordinator

## TRANSIT SAFETY PERFORMANCE TARGETS

### KATS: 2024 Transit Safety Targets

FY23 Vehicle Revenue Miles: 291,700

Number of Fatalities per 100K VRM	Rate of Fatalities per 100K VRM	Number of Injuries per 100K VRM	Rate of Injuries per 100K VRM	Number of Safety Events per 100K VRM	Rate of Safety Events per 100K VRM	Total Major Mechanical Failures	System Reliability – Miles between Major Mechanical Failures
0	0	2	0.60	2	0.60	15	22,102

### FTHRA/NET Trans: 2024 Transit Safety Targets

FY23 Vehicle Revenue Miles: 2,584,399

FY23 Total Trips: 141,537

Number of Fatalities per 100K VRM	Rate of Fatalities per 100K VRM	Number of Injuries per 100K VRM	Rate of Injuries per 100K VRM	Number of Safety Events per 100K VRM	Rate of Safety Events per 100K VRM	Total Major Mechanical Failures	System Reliability – Miles between Major Mechanical Failures
0	0	3	0.12	4	0.15	25	103,376

**RESOLUTION BY THE EXECUTIVE BOARD OF THE  
KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
AMENDING THE KINGSPORT MTPO LOCAL ROAD SAFETY PLAN (LRSP)**

**LRSP AMENDMENT #1**

**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**, a Local Road Safety Plan (LRSP) is a locally-focused data-driven plan that considers the unique and diverse safety issues of local roadways and provides a framework to improve safety and save lives; and

**WHEREAS**, the LRSP is a Proven Safety Countermeasure of the Federal Highway Administration (FHWA) which results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on area roadways; and

**WHEREAS**, the Kingsport MTPO staff worked with the FHWA Office of Safety, a consultant team from VHB, and a diverse group of stakeholders to develop a LRSP for the Kingsport MTPO area; and

**WHEREAS**, the Kingsport MTPO area Local Road Safety Plan was adopted by the Kingsport MTPO Executive Board on November 3, 2022; and

**WHEREAS**, the local road analysis revealed Bloomingdale Pike/Bloomingdale Road had a high share of fatal and serious injury crashes and should be included in the Regional Safety Priorities considered for implementation as shown in the attached pages for Amendment #1.

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

The proposed amendment to the Local Road Safety Plan, which shall be known as LRSP Amendment #1, is hereby approved and adopted as presented.

**RESOLUTION APPROVED:**

Date: \_\_\_\_\_

\_\_\_\_\_  
Paul Montgomery, Chairman  
Kingsport MTPO Executive Board

\_\_\_\_\_  
Lesley Phillips  
Kingsport MTPO Coordinator










# Regional Safety Priorities













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Based on analysis of the High Injury Network, field reviews, and input from stakeholders, Table 4 presents projects that should be considered for implementation.

Legend:  = Equity Area  = Short Time Frame  = Medium Time Frame  = Long Time Frame

Table 4: Regional Safety Priority Projects

Project Name and Description	Lead Agency	Cost (Low, Medium, High)	Safe System Element	Emphasis Area	Equity	Time Frame
<b>Interstate 81; Interstate 26/James H. Quillen Parkway; US 23 enforcement campaigns</b>	THP; VSP	High	Safe Users	Distracted, Impaired, Occupant Protection		
<b>East Stone Drive/US-11W/TN-1 corridor access management and Complete Streets</b>	City of Kingsport	High	Safe Roads	Intersections, Young Drivers, Impaired, Roadway Departure		
<b>US-11 W/TN-1 (non-City portions) enforcement campaigns</b>	Sullivan County, Hawkins County	High	Safe Users	Distracted, Impaired, Occupant Protection		
<b>US-11 W/TN-1, 2000 ft each direction from Hord Creek (Church Hill), guardrail enhancement or new installation, edge delineation with reflectors/chevrons</b>	TDOT	Medium	Safe Roads	Lane Departure		
<b>Fort Henry Drive/TN-36 (Airport Drive to John B Dennis Highway/TN-93), new guardrail installation, edge delineation with reflectors/chevrons</b>	TDOT	Medium	Safe Roads	Lane Departure		
<b>East Carters Valley Road edge delineation by striping and/or reflectors/chevrons</b>	TDOT, VDOT	Medium	Safe Roads	Lane Departure		

Project Name and Description	Lead Agency	Cost (Low, Medium, High)	Safe System Element	Emphasis Area	Equity	Time Frame
<b>Carters Valley Road/TN-346/TN-2462 edge delineation by striping and/or reflectors/chevrons</b>	TDOT	Medium	Safe Roads	Lane Departure		
<b>Fort Henry Drive/TN-36 (north of Interstate 81) speed management (road diet, speed feedback signs, traffic calming strategies)</b>	TDOT	Medium	Safe Roads Safe Speeds	Roadway Departure, Speed		
<b>Fort Henry Drive/TN-36 (Airport Drive to John B Dennis Highway/TN-93) corridor access management and Complete Streets</b>	TDOT	Medium	Safe Roads	Intersections		
<b>John B. Dennis Highway/TN-93 (S Wilcox and Lincoln intersection approach signage and warnings)</b>	TDOT	Medium	Safe Roads Safe Speeds	Intersections		
<b>Memorial Boulevard/TN-126 (systemic intersection improvements, turn lanes)</b>	City of Kingsport; Sullivan County	Medium	Safe Roads	Intersections		
<b>US 23 Weber City speed management (feedback signs)</b>	VDOT	Low	Safe Speeds	Speed		
<b>US 23/58 Gate City @ US 58 Business speed management (feedback signs)</b>	VDOT	Low	Safe Speeds	Speed		
<b>E Stone Drive/US-11W/TN-1 (US 23 to TN 93) systemic pedestrian improvements (sidewalks, marked crossings of minor streets)</b>	TDOT	Low	Safe Roads	Intersections, Pedestrians		
<b>Center Street/TN-36 systemic pedestrian improvements (high visibility crosswalks, curb extensions)</b>	City of Kingsport, TDOT	Low	Safe Roads	Intersections, Pedestrians		












# Regional Safety Priorities















AMENDED PAGE

Based on analysis of the High Injury Network, field reviews, and input from stakeholders, Table 4 presents projects that should be considered for implementation.

Legend:  = Equity Area  = Short Time Frame  = Medium Time Frame  = Long Time Frame

Table 4: Regional Safety Priority Projects

Project Name and Description	Lead Agency	Cost (Low, Medium, High)	Safe System Element	Emphasis Area	Equity	Time Frame
<b>Interstate 81; Interstate 26/James H. Quillen Parkway; US 23 enforcement campaigns</b>	THP; VSP	High	Safe Users	Distracted, Impaired, Occupant Protection		
<b>East Stone Drive/US-11W/TN-1 corridor access management and Complete Streets</b>	City of Kingsport	High	Safe Roads	Intersections, Young Drivers, Impaired, Roadway Departure		
<b>US-11 W/TN-1 (non-City portions) enforcement campaigns</b>	Sullivan County, Hawkins County	High	Safe Users	Distracted, Impaired, Occupant Protection		
<b>US-11 W/TN-1, 2000 ft each direction from Hord Creek (Church Hill), guardrail enhancement or new installation, edge delineation with reflectors/chevrons</b>	TDOT	Medium	Safe Roads	Lane Departure		
<b>Fort Henry Drive/TN-36 (Airport Drive to John B Dennis Highway/TN-93), new guardrail installation, edge delineation with reflectors/chevrons</b>	TDOT	Medium	Safe Roads	Lane Departure		
<b>East Carters Valley Road edge delineation by striping and/or reflectors/chevrons</b>	TDOT, VDOT	Medium	Safe Roads	Lane Departure		

Project Name and Description	Lead Agency	Cost (Low, Medium, High)	Safe System Element	Emphasis Area	Equity	Time Frame
<b>Carters Valley Road/TN-346/TN-2462 edge delineation by striping and/or reflectors/chevrons</b>	TDOT	Medium	Safe Roads	Lane Departure		
<b>Fort Henry Drive/TN-36 (north of Interstate 81) speed management (road diet, speed feedback signs, traffic calming strategies)</b>	TDOT	Medium	Safe Roads Safe Speeds	Roadway Departure, Speed		
<b>Fort Henry Drive/TN-36 (Airport Drive to John B Dennis Highway/TN-93) corridor access management and Complete Streets</b>	TDOT	Medium	Safe Roads	Intersections		
<b>John B. Dennis Highway/TN-93 (S Wilcox and Lincoln intersection approach signage and warnings)</b>	TDOT	Medium	Safe Roads Safe Speeds	Intersections		
<b>Memorial Boulevard/TN-126 (systemic intersection improvements, turn lanes)</b>	City of Kingsport; Sullivan County	Medium	Safe Roads	Intersections		
<b>Bloomingdale Pike/Bloomingdale Road</b>	City of Kingsport; Sullivan County	Medium	Safe Roads Safe Users	Roadway Departure, Intersections, Impaired, Occupant Protection, Young Drivers		
<b>US 23 Weber City speed management (feedback signs)</b>	VDOT	Low	Safe Speeds	Speed		
<b>US 23/58 Gate City @ US 58 Business speed management (feedback signs)</b>	VDOT	Low	Safe Speeds	Speed		
<b>E Stone Drive/US-11W/TN-1 (US 23 to TN 93) systemic pedestrian improvements (sidewalks, marked crossings of minor streets)</b>	TDOT	Low	Safe Roads	Intersections, Pedestrians		
<b>Center Street/TN-36 systemic pedestrian improvements (high visibility crosswalks, curb extensions)</b>	City of Kingsport, TDOT	Low	Safe Roads	Intersections, Pedestrians		

## Agenda Item #8 - Urban Area Adjustment from 2020 Census

### A RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) APPROVING AND ADOPTING THE KINGSPORT ADJUSTED URBAN AREA BOUNDARY FROM THE 2020 DECENNIAL CENSUS

**WHEREAS**, the Kingsport 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**, following each Decennial Census the US Census Bureau issues updated urban area boundaries; and

**WHEREAS**, the Federal Highway Administration (FHWA) allows adjustments to be made to the urban area boundaries to better meet the needs of transportation planning requirements; and

**WHEREAS**, the US Census Bureau released urban area boundaries on December 29, 2022, adjustments to these urban areas may be made by each state acting through its state highway agency and the appropriate metropolitan planning organization acting in cooperation with each other; and

**WHEREAS**, Kingsport MTPO staff worked in cooperation with the Tennessee Department of Transportation (TDOT) and the Virginia Department of Transportation (VDOT) to make adjustments to the urban area boundaries issued by the US Census Bureau; and

**WHEREAS**, TDOT and VDOT, in coordination with the MTPO, conducted a review of the proposed adjusted urban area boundary; and

**WHEREAS**, Kingsport MTPO staff recommends approving and adopting the adjusted urban area boundary.

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

The Kingsport MTPO hereby approves and adopts the Kingsport adjusted urban area boundary resulting from the 2020 Decennial Census and the MTPO's internal process.

**RESOLUTION APPROVED:**

Date: \_\_\_\_\_

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Paul Montgomery, Chairman  
Kingsport MTPO Executive Board

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Lesley Phillips  
Kingsport MTPO Coordinator







## **Kingsport MTPO Urban Area Boundary Adjustments**

### **Tennessee Urban Area Adjustment:**

We started with the urban area defined by the US Census Bureau. Adjustments were made to eliminate gaps in the urban area and to create consistency in urban/rural roadway segment classifications. Specific adjustments include:

- Adjustment of the urban area to fill in one area along the Hawkins County/Sullivan County line that was completely surrounded by urban area.
- Along the perimeter, where there was a roadway functionally classified as a collector and above, we included the Right of Way (ROW) so that the roadway was fully in the urban area. We did not include interstates in this methodology.
- In areas where adding the ROW created a gap in the urban area, we added the area that was surrounded by urban area.
- Other areas adjusted include Meadowview Parkway and the surrounding area. This area has high growth potential; there is a current State Industrial Access (SIA) project in this area. There is also a densely populated trailer park in this area.
- Along Shadden Road in Washington County, we followed the roadway to connect detached urban areas.
- At Highland Church Road and Hairetown Road in Washington County, we meet Johnson City MTPO's Urban Area.
- Along Old Gray Station Road in Washington County, we extended the Urban Area to Sid Martin Road to meet Johnson City's Urban Area and therefore, eliminating a very short rural area of roadway between two urban areas.

Major activities and coordination:

04/17/23 – Johnson City MTPO, Bristol MPO, and Kingsport MTPO met in Bristol for initial discussions about the Urban Area (UA) and Metropolitan Planning Area (MPA) adjustment process and coordination

06/02/23 – Kingsport MTPO UA and MPA internal review

06/30/23 – Kingsport MTPO and Bristol MPO met in Kingsport

08/25/23 – Kingsport MTPO UA internal review

08/28/23 – Phone discussion with Bristol MPO

In addition to the activities listed above, there were also email communications throughout the process.

### **Virginia Urban Area Adjustment:**

We started with the urban area defined by the US Census Bureau. With the new criteria to define urban areas, the Virginia portion of the Kingsport MTPO urban area changed dramatically. Virginia followed a different method/process in making adjustments to the Urban Area. Adjustments were only allowed on a census block level. Where only half of a roadway fell inside the urban area, VDOT said the whole roadway would be considered to be urban. Through collaboration with LENOWISCO and VDOT specific adjustments include:

- Added census blocks south of the North Fork Holston River along US23.
- Added census blocks south of the North Fork Holston River along East Carters Valley Road to Wadlow Gap Road.
- Added census blocks south of East Carters Valley Road, east of Wadlow Gap Road to Lucy Road.

Major activities and coordination:

05/16/23 – Kingsport MTPO met with VDOT and LENOWISCO in Kingsport

06/02/23 – Kingsport MTPO UA and MPA internal review

08/25/23 – Kingsport MTPO UA internal review

09/01/23 – Online meeting with VDOT central office regarding UA adjustments

In addition to the activities listed above, there were also email communications throughout the process.



**LIST OF 2023 FEDERALLY OBLIGATED PROJECTS  
FOR THE KINGSPORT METROPOLITAN  
TRANSPORTATION PLANNING ORGANIZATION**

## TENNESSEE PROJECTS

**Obligation Report for Federal Transit Administration Funds  
Kingsport MTPO Area  
Fiscal Year 2023 (10/01/2022 – 9/30/2023)**

<b>Agency</b>	<b>Fund Type/Phase</b>	<b>Federal Amount</b>
Frontier Health		\$0
First TN Human Resource Agency – NET Trans		\$0
Kingsport Area Transit Service (KATS)	Operations	\$745,411.27
Kingsport Area Transit Service (KATS)	Capital	\$2,220,474.41



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

OBLIGATIONS FOR  
KINGSPORT MPO  
FY 2023

FED FUNDS OBLIGATED: \$4,100,877.49

										TOTAL FUNDS IN
AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TIP
11/28/22	128634.33	HSIP-3700(38)	Hawkins		Various Local Roads in Hawkins County (Local Roads Safety Initiative)	AUTHORIZE PE-D	HSIP	TN-2019-007	\$4,500.00	\$709,375.00
01/12/23	123206.00	HSIP-R00S(282)*	Hawkins		Speedwell Road (0A745) at NS Railroad, LM 0.45 near Bulls Gap	WITHDRAW PROJECT	HSIP	TN-3	(\$13,500.00)	\$6,000,000.00
01/12/23	123206.00	HSIP-R00S(288)	Hawkins		South Shepherd Drive (0A784) at NS, LM 1.51 near Bulls Gap	WITHDRAW PROJECT	HSIP	TN-3	(\$13,500.00)	\$6,000,000.00
01/25/23	132587.00	STP-M-9108(53)	Sullivan		North Eastman Road, From Lincoln Street to SR-1 (US-11W , East Stone Drive); Clinchfield Street, From SR-36 (West Center Street) to SR-1 (US-11W, East Stone Drive)	AUTHORIZE PE-N	L-STBG	KPT-2019-005	\$16,000.00	\$2,540,000.00
03/01/23	119528.00	STP-SIP-75(19)*	Sullivan	SR-75	From North of SR-357 to North of Centenary Road (RSAR)	ADJUST PE-D & ROW; AUTHORIZE CONST	STBG	TN-2019-008	\$2,764,000.00	\$9,885,000.00
03/27/23	130379.00	NH/HSIP-93(24)	Sullivan	SR-93	From near I-26 to near SR-1	CLOSE PROJECT	NHPP	TN-2019-006	(\$110,219.81)	\$8,245,000.00
03/27/23	130379.00	NH/HSIP-93(24)	Sullivan	SR-93	From near I-26 to near SR-1	CLOSE PROJECT	HSIP	TN-2019-007	\$22,376.54	\$478,125.00
04/11/23	126692.00	HSIP-1341(10)*	Hawkins		Independence Avenue, North of East Ellis Lane to SR-1 in Mount Carmel	CLOSE PROJECT	HSIP	TN-2019-007	(\$26,393.18)	\$478,125.00
06/07/23	119528.00	STP-SIP-75(19)*	Sullivan	SR-75	From North of SR-357 to North of Centenary Road (RSAR)	ADJUST PE-D & CONST	STBG	TN-2019-008	\$1,029,266.00	\$9,885,000.00
06/15/23	131058.00	NH-I-26(79)	Sullivan	I-26	Near MM 1.7 (Rockfall Mitigation)	AUTHORIZE PE-D	NHPP	TN-2019-006	\$45,000.00	\$15,850,000.00
06/15/23	127112.00	STP/HSIP-346(14)*	Hawkins	SR-346	From SR-1 to near SR-1	CLOSE PROJECT	STBG	TN-2019-008	\$11,866.58	\$7,325,000.00
06/15/23	127112.00	STP/HSIP-346(14)*	Hawkins	SR-346	From SR-1 to near SR-1	CLOSE PROJECT	HSIP	TN-2019-007	\$21,654.08	\$525,000.00
06/15/23	127103.00	STP/HSIP-93(26)	Sullivan	SR-93	From near SR-1 To Virginia State Line	CLOSE PROJECT	STBG	TN-2019-008	\$241,698.87	\$5,825,000.00
06/15/23	127103.00	STP/HSIP-93(26)	Sullivan	SR-93	From near SR-1 To Virginia State Line	CLOSE PROJECT	HSIP	TN-2019-007	(\$32,804.53)	\$525,000.00
09/14/23	124663.00	STP-NH-36(66)	Washington, Sullivan	SR-36	From SR-75 in Washington County to I-81 in Sullivan County	ADJUST PE-N	STBG	TN-2019-011	\$140,932.94	\$400,000.00

## VIRGINIA PROJECTS

## STIP Grouping Detail

## Kingsport MPO Study Area

**Federal Obligated Funds: October 1, 2022 - September 30, 2023**

Funding Source/Amount														
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
T9927606 - Construction : Safety/ITS/Operational Improvements														
Bristol District-wide														
118122	UNSIGNALIZED INTERSECTIONS - BRISTOL DISTRICTWIDE - VARIOUS ROUTES; VARIOUS ROUTES													
FedID(s)	9611122, 9611138													
9999	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$1,301,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301,580
Remaining:														*
Scott County														
113770	RTE. 23 INSTALL RUMBLE STRIPS, GUARDRAIL, DRAINAGE IMPROV. - Int. of Alt. Rte. 58 and Rte. 23; West Jackson Street (2.6840 MI)													
FedID(s)	5B03074													
0023	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	(\$35,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$35,000)
Remaining:														*
Scott County														
113892	State Route 72 Scott County Rumble Strips - Intersection VA-71E; Intersection VA-65E (10.8000 MI)													
FedID(s)	0841177, 5404123													
0072	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	(\$17,618)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$17,618)
Remaining:														*
T9927606 - CONSTRUCTION : SAFETY/ITS/OPERATIONAL IMPROVEMENTS SUBTOTAL														
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$1,301,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301,580
	Released:	\$0	\$0	(\$52,618)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$52,618)
Remaining:														*
MPO SUBTOTAL														
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$1,301,580	\$0	\$0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301,580
	Released:	\$0	\$0	(\$52,618)	\$0	\$0	0	\$0	\$0	\$0	\$0	\$0	\$0	(\$52,618)
Remaining:														*

## VIRGINIA PROJECTS

## STIP Transactions

## Kingsport MPO Study Area

**Federal Obligated Funds: October 1, 2022 - September 30, 2023**

Funding Source/Amount														
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
Interstate														
0	No projects identified in the MPO Area													
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0
Remaining:														*
0														
Primary														
0	No projects identified in the MPO Area													
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0
Remaining:														*
0														
Urban														
0	No projects identified in the MPO Area													
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0
Remaining:														*
0														
Secondary														
0	No projects identified in the MPO Area													
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0
Remaining:														*
0														
Miscellaneous														
0	No projects identified in the MPO Area													
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0
Remaining:														*
0														
Public Transportation														
0	No projects identified in the MPO Area													
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0
Remaining:														*
0														

## VIRGINIA PROJECTS

## STIP Transactions

## Kingsport MPO Study Area

**Federal Obligated Funds: October 1, 2022 - September 30, 2023**

Funding Source/Amount															
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL	
Rail															
0	No projects identified in the MPO Area														
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0	
														Remaining:	*
														0	
Enhancement															
0	No projects identified in the MPO Area														
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0	
														Remaining:	*
														0	
Grouping															
G606	Construction : Safety/ITS/Operational Improvements - (T9927606)														
7606	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$0	
	Obligated:	\$0	\$0	\$1,301,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	\$1,301,580	
	Released:	\$0	\$0	(\$52,618)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0	\$0	(\$52,618)	
														Remaining:	*
														0	
GROUPING SUBTOTAL															
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$0	\$0	\$1,301,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301,580	
	Released:	\$0	\$0	(\$52,618)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$52,618)	
														Remaining:	*
MPO SUBTOTAL															
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$0	\$0	\$1,301,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301,580	
	Released:	\$0	\$0	(\$52,618)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$52,618)	
														Remaining:	*

## PROJECT UPDATES

### **KINGSPORT/SULLIVAN COUNTY**

- Greenbelt – West End
- Brickyard Bicycle & Pedestrian Bridge
- Main Street Rebuild
- Island Road Rebuild
- Resurfacing Grouping – Kingsport
  - Group #1
  - Group #2
- Fort Robinson Bridge over Dry Creek
- John B Dennis Hwy/SR-93 Bridge near Eastman
- SR-126 (Memorial Boulevard) – Phase I
  - .03 (East Center St to Briarwood Dr)
  - .04 (Briarwood Dr to Cooks Valley Rd)
- SR-126 (Memorial Boulevard) – Phase II
  - .02 (Cooks Valley Road to I-81)
- SR-36 (Fort Henry Drive) – SR-75 to I-81
- SR-347 (Rock Springs Road)
- SR-93 Improvements
  - .02 Washington/Sullivan County section
  - .03 Sullivan County section
- I-81 ITS Expansion
- SR-36 Resurfacing/Colonial Heights Sidewalks
- SIA – Project Smoky

### **HAWKINS COUNTY**

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### **VIRGINIA**

- US-23/58 and Hilton Road Intersection
- US-23 Access Management

### **RECENTLY COMPLETED**

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### **PLANS, STUDIES, & OTHER DOCUMENTS**

- US-23 – Virginia (Project Pipeline & SMART SCALE)
- US-58 – Virginia (Project Pipeline)
- Urban Transportation Planning Grant – SR-93/SR-1 Interchange Area Study (adopted 10/03/23)