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MEMORANDUM

To: Kingsport MTPO Executive Board
CC: Subscribed Interested Parties
From: Lesley Christian
Date: July 22, 2025
Subject: MTPO Executive Board Meeting

Please see the attached agenda for the next meeting of the Kingsport MTPO Executive Board, to be held **Thursday, August 7, 2025 at 2:00 PM (ET), in the Kingsport City Hall Montgomery-Watterson Boardroom (415 Broad Street, 3rd floor, Kingsport, Tennessee).**

There are three action items:

- **Minutes from May 8, 2025 Meeting**
- **FY26 & FY27 Unified Planning Work Program**
- **FY23-26 Transportation Improvement Program Amendment #8**

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_Y14kMrGATOiaM9iTiU6EHw.

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
August 7, 2025 at 2:00 PM
Kingsport City Hall
Montgomery-Watterson Boardroom
415 Broad Street, 3rd floor, Kingsport, TN 37660**

Call to Order - Chairman

1. Attendance Roll Call

Presenter: Lesley Christian

2. Public Comment

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 May 8, 2025 Meeting (Vote Required)

Presenter: Chairman

4. FY26 & FY27 Unified Planning Work Program (Vote Required)

Presenter: Lesley Christian

Item Summary: One of the primary products MTPO Staff is required to develop on an annual or semi-annual basis is the Unified Planning Work Program (UPWP). The “Work Program” is a comprehensive description of the various goals and/or tasks that will be carried out by the MTPO staff and associate members over the next 1 to 2 years. 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 FY26 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.

Recommendation: Approve the resolution and the FY26 & FY27 UPWP as presented.

5. FY23-26 Transportation Improvement Program Amendment #8 (Vote Required)

Presenter: Lesley Christian

Item Summary: The Virginia Department of Transportation (VDOT) has requested the Kingsport MTPo amend the current TIP to add funds to FY25 for the Maintenance: Preventive Maintenance and System Preservation project grouping. Amendments to the TIP require Executive Board action. With each TIP Amendment, the MTPo is required to self-certify the metropolitan planning process and affirm that we are following all regulations as identified in 23 CFR 450.336.

Recommendation: Self-certify the planning process and approve and adopt the Resolution and Amendment as presented.

6. Federal & State Partner Updates and Project Updates

Presenter: Lesley Christian (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.

7. 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 May 8, 2025 Meeting
In-Person Meeting with Optional Live Public Access via Zoom Webinar**

Members Present:

Jimmy Adkins, Blake Ailor, Morris Baker, Michelle Christian, Mark DeWitte, Chase Milner, Ambre Torbett

Absent:

None

Staff Present:

Susan Bowman, Lesley Christian, Candace Sherer. Michael Thompson

In Person Attendees:

Bill Albright – Consultant
Micah Bray – Bristol MPO
Jason Carder – Mattern & Craig
Andrew Davis – VDBVI
Sherri DeVault – Sullivan County
Michael Dick – TDOT
Tim Dougherty – NET Trans
Christopher Goodwin – Sullivan County Highway Department
Dexter Justis – TDOT
Eric Kerney – Sullivan County Highway Department
Paul Montgomery – City of Kingsport

Online Attendees:

Ann Marie Anway – TDOT
Delaney Cornett – TN Department of Health
Mitchell Elliott – MEOC/MET
David Jones – Tri-Cities Airport

Recorder: Susan Bowman

- I. **Call to Order:** Chairman Morris Baker 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-notice/agenda-minutes/>.

Attendance was taken by roll call.
- III. **Public Comment:** Chairman Morris Baker invited members of the public to address comments related to agenda items or transportation planning issues, activities, or projects that pertain to the Kingsport Metropolitan Transportation Planning Organization. No comments.

- IV. Approval of Minutes:** The minutes of the February 13, 2025 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Blake Ailor to approve the minutes and was seconded by Ambre Torbett. The motion carried unanimously.

V. New Business:

- A. FY26 Unified Planning Work Program - Virginia.** Presented by Lesley Christian. 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 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. The UPWP is currently in a draft mode but the FY26 Virginia portion is being presented at the May meeting for adoption. The Executive Board’s action will be to approve the Virginia portion of the Work Program subject to changes and/or edits that will be made by TDOT/FHWA/FTA. Once the full UPWP is complete, it will be presented for approval at the August meeting. Staff recommend the MTPO approve and adopt the Resolution and the FY26 UPWP Virginia portion as presented. A motion was made by Mark DeWitte to approve and adopt the Resolution and the FY26 UPWP Virginia portion as presented and was seconded by Chase Milner. The motion carried unanimously.
- B. Updated Metropolitan Planning Area Boundary.** Presented by Lesley Christian. After each Decennial Census, the US Census Bureau delineates urban and rural areas. Federal regulations allow states and local officials to adjust urban area boundaries for transportation purposes. The adjusted urban area boundary was adopted by the Executive Board in February 2024. The next step is to update the Metropolitan Planning Area (MPA) boundary. The MPA is the geographic area in which the metropolitan transportation planning process must be carried out. The MPA shall, at a minimum, encompass the entire Urban Area and the contiguous geographic area(s) likely to become urbanized within a 20-year forecast period for the Long-Range Transportation Plan. Staff recommend the MTPO approve and adopt the Resolution and updated Metropolitan Planning Area boundary as presented. A motion was made by Jimmy Adkins to approve and adopt the Resolution and updated Metropolitan Planning Area as presented and was seconded by Ambre Torbett. The motion carried unanimously.
- C. FY23-26 Transportation Improvement Program Amendment #5.** Presented by Lesley Christian. TIP Amendment #5 adds project TN-2007-022c which consists of the construction phase for PIN #105467.03 (SR-126/Memorial Boulevard from near East Center Street to near Briarwood Road). Amendments to the TIP require Executive Board approval. With each TIP Amendment, the MTPO is required to self-certify the metropolitan planning process and affirm that we are following all regulations as identified in 23 CFR 450.336. Staff recommend the MTPO self-certify the planning process and approve and adopt the Resolution and Amendment as presented. A motion was made by Chase Milner to approve and adopt the Resolution and Amendment #5 for the FY23-26 Transportation Improvement Program and was

seconded by Mark DeWitte. The motion carried unanimously.

- D. FY23-26 Transportation Improvement Program Amendment #6. Presented by Lesley Christian. TIP Amendment #6 adds project MC-2025-023 which consists of construction of a pedestrian/bicycle trail within the Town of Mount Carmel. Amendments to the TIP require Executive Board approval. With each TIP Amendment, the MTPO is required to self-certify the metropolitan planning process and affirm that we are following all regulations as identified in 23 CFR 450.336. Staff recommend the MTPO self-certify the planning process and approve and adopt the Resolution and Amendment as presented. A motion was made by Blake Ailor to approve and adopt the Resolution and Amendment #6 for the FY23-26 Transportation Improvement Program and was seconded by Ambre Torbett. The motion carried unanimously.
- E. FY23-26 Transportation Improvement Program Amendment #7. Presented by Lesley Christian. TIP Amendment #7 consists of changing the description/terminus of project #KPT-2019-004 (Kingsport Greenbelt – West End Extension) and moving the ROW phase to FY25. Amendments to the TIP require Executive Board approval. With each TIP Amendment, the MTPO is required to self-certify the metropolitan planning process and affirm that we are following all regulations as identified in 23 CFR 450.336. Staff recommend the MTPO self-certify the planning process and approve and adopt the Resolution and Amendment as presented. A motion was made by Mark DeWitte to approve and adopt the Resolution and Amendment #7 for the FY23-26 Transportation Improvement Program and was seconded by Michelle Christian. The motion carried unanimously.

VI. FEDERAL & STATE PARTNER UPDATES/PROJECT UPDATES

Updates and information were provided by TDOT, VDOT, and local transit representatives. Project updates were also provided.

VII. ADJOURNMENT: There being no other business, the meeting was adjourned.

**A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
APPROVING THE FY2026 & FY2027 UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the U.S Department of Transportation Planning Regulations require preparation and local endorsement of an annual or bi-annual Unified Planning Work Program (UPWP); and

WHEREAS, the work program reaffirms the adopted Transportation Plan; and

WHEREAS, this work program document describes on-going and proposed Transportation Planning Activities for the metropolitan planning area according to task, responsible agency, purpose, previous work, study design (how transportation planning studies are organized and developed), product, and financial summary; and

WHEREAS, the UPWP was developed in cooperation with the state and public transportation operators.

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

The Executive Board of the Kingsport MTPO hereby approves and adopts the FY2026 & FY2027 Unified Planning Work Program.

RESOLUTION APPROVED:

Date:_____

Morris Baker, Chairman
Kingsport MTPO Executive Board

Lesley Christian
Kingsport MTPO Coordinator

Agenda Item #5 - FY23-26 Transportation Improvement Program Amendment #8

A RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) AMENDING THE KINGSPORT AREA FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP AMENDMENT #8

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urban 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 2023-2026 TIP is a document that continually evolves and needs amending; and

WHEREAS, the Executive Board of the Kingsport MTPO wishes to amend the FY 2023-2026 TIP by making the following change as detailed in the attached TIP pages for Amendment #8:

- Add funds to FY25 for the Virginia grouping for Maintenance: Preventive Maintenance and System Preservation; 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 2023-2026 Transportation Improvement Program, which shall be known as TIP Amendment #8, is hereby approved as presented.

RESOLUTION APPROVED:

Date: _____

Morris Baker, Chairman
Kingsport MTPO Executive Board

Lesley Christian
Kingsport MTPO Coordinator

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.

Morris Baker, Chairman
Kingsport MTPO Executive Board

Lesley Christian
Kingsport MTPO Coordinator

Date

Tabitha Crowder
Bristol District Engineer
Virginia Department of Transportation

Bristol District

Project Groupings

MPO	Kingsport					
GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$33,247,211
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHS/NHPP	\$0	\$3,399,122	\$20,022,562	\$0	\$0
	Federal - STP/STBG	\$0	\$2,441,178	\$7,384,349	\$0	\$0
CN TOTAL		\$0	\$5,840,300	\$27,406,911	\$0	\$0
MPO Note		FFY25-09 STIP ADJ - move \$3,475,421 (NHPP) & \$2,471,757 (STP/STBG) from FFY27 to FFY25, move \$3,475,421 (NHPP) & \$2,461,392 (STP/STBG) from FFY26 to FFY25				

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the \"Match\" column. Non-federal fund sources are as noted in the \"Program Note\" and show

Kingsport MPO

Project Groupings

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$46,747,211
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHS/NHPP	\$0	\$3,399,122	\$33,522,562	\$0	\$0
	Federal - STP/STBG	\$0	\$2,441,178	\$7,384,349	\$0	\$0
CN TOTAL		\$0	\$5,840,300	\$40,906,911	\$0	\$0
MPO Note		TIP AMD - add an addit'l \$13,500,000 (NHPP) FFY25				

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the \"Match\" column. Non-federal fund sources are as noted in the \"Program Note\" and show

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

Highway Projects
FFY 2024 - 2027

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		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	\$1,376,580	\$1,376,580	\$924,190	\$924,190	\$0	\$0	\$0	\$0	\$2,300,770	\$2,300,770
TAP	\$0	\$0	\$17,483	\$17,483	\$827,446	\$827,446	\$0	\$0	\$844,929	\$844,929
Subtotal -- Federal	\$1,376,580	\$1,376,580	\$941,673	\$941,673	\$827,446	\$827,446	\$0	\$0	\$3,145,699	\$3,145,699
Other										
State Match	\$0	\$0	\$4,371	\$4,371	\$206,862	\$206,862	\$0	\$0	\$211,233	\$211,233
Subtotal -- Other	\$0	\$0	\$4,371	\$4,371	\$206,862	\$206,862	\$0	\$0	\$211,233	\$211,233
Total	\$1,376,580	\$1,376,580	\$946,044	\$946,044	\$1,034,308	\$1,034,308	\$0	\$0	\$3,356,932	\$3,356,932
Statewide and/or Multiple MPO - Federal (3)										
NHS/NHPP	\$913,491	\$913,491	\$0	\$0	\$0	\$0	\$0	\$0	\$913,491	\$913,491
Subtotal -- Statewide and/or Multiple MPO - Federal (3)	\$913,491	\$913,491	\$0	\$0	\$0	\$0	\$0	\$0	\$913,491	\$913,491
Maintenance - Federal (4)										
HSIP	\$0	\$0	\$2,721,562	\$2,721,562	\$0	\$0	\$0	\$0	\$2,721,562	\$2,721,562
NHFP	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$3,722,024	\$3,722,024
NHS/NHPP	\$17,484,310	\$17,484,310	\$7,964,310	\$7,964,310	\$7,964,310	\$7,964,310	\$7,964,310	\$7,964,310	\$31,857,240	\$31,857,240
STP/STBG	\$9,692,074	\$9,692,074	\$9,730,831	\$9,730,831	\$9,770,245	\$9,770,245	\$9,810,330	\$9,810,330	\$39,003,480	\$39,003,480
Subtotal -- Maintenance - Federal (4)	\$28,106,890	\$28,106,890	\$21,347,209	\$21,347,209	\$18,665,061	\$18,665,061	\$18,705,146	\$18,705,146	\$77,304,306	\$77,304,306

- (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

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

Highway Projects
FFY 2024 - 2027

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		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	\$1,376,580	\$1,376,580	\$924,190	\$924,190	\$0	\$0	\$0	\$0	\$2,300,770	\$2,300,770
TAP	\$0	\$0	\$17,483	\$17,483	\$827,446	\$827,446	\$0	\$0	\$844,929	\$844,929
Subtotal -- Federal	\$1,376,580	\$1,376,580	\$941,673	\$941,673	\$827,446	\$827,446	\$0	\$0	\$3,145,699	\$3,145,699
Other										
State Match	\$0	\$0	\$4,371	\$4,371	\$206,862	\$206,862	\$0	\$0	\$211,233	\$211,233
Subtotal -- Other	\$0	\$0	\$4,371	\$4,371	\$206,862	\$206,862	\$0	\$0	\$211,233	\$211,233
Total	\$1,376,580	\$1,376,580	\$946,044	\$946,044	\$1,034,308	\$1,034,308	\$0	\$0	\$3,356,932	\$3,356,932
Statewide and/or Multiple MPO - Federal (3)										
NHS/NHPP	\$913,491	\$913,491	\$0	\$0	\$0	\$0	\$0	\$0	\$913,491	\$913,491
Subtotal -- Statewide and/or Multiple MPO - Federal (3)	\$913,491	\$913,491	\$0	\$0	\$0	\$0	\$0	\$0	\$913,491	\$913,491
Maintenance - Federal (4)										
HSIP	\$0	\$0	\$2,721,562	\$2,721,562	\$0	\$0	\$0	\$0	\$2,721,562	\$2,721,562
NHFP	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$930,506	\$3,722,024	\$3,722,024
NHS/NHPP	\$7,876,376	\$7,876,376	\$38,023,086	\$38,023,086	\$4,488,889	\$4,488,889	\$4,488,889	\$4,488,889	\$54,877,240	\$54,877,240
STP/STBG	\$9,692,074	\$9,692,074	\$14,663,980	\$14,663,980	\$7,308,853	\$7,308,853	\$7,338,573	\$7,338,573	\$39,003,480	\$39,003,480
Subtotal -- Maintenance - Federal (4)	\$18,498,956	\$18,498,956	\$56,339,134	\$56,339,134	\$12,728,248	\$12,728,248	\$12,757,968	\$12,757,968	\$100,324,306	\$100,324,306

- (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

PROJECT UPDATES

KINGSPORT/SULLIVAN COUNTY:

Local Projects:

- Greenbelt – West End
- Brickyard Bicycle & Pedestrian Bridge
- Main Street Rebuild
- Island Road Resurfacing
- Resurfacing Grouping – Kingsport
 - Group #1.01 (Meadowview Pkwy)
 - Group #2 (Clinchfield St, N Eastman Rd)
 - Group #3 (Orebank Rd)

TDOT Projects:

- Fort Robinson Bridge over Dry Creek
- John B Dennis Hwy/SR-93 bridge over CSX RR
- 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
 - .03 Sullivan County section
- I-81 ITS Expansion
- SR-36 Resurfacing/Colonial Heights Sidewalks
- SIA

HAWKINS COUNTY:

-

VIRGINIA:

- US-23/58 and Hilton Road Intersection (UPC 120637)
- US-23 Access Management (UPC 123666)
- US-23 at Chapel Street Safety and Railroad Crossing Improvement (UPC 123670)
- Gate City – Transportation Alternatives Projects

RECENTLY COMPLETED:

- SR-93 Improvements
 - .02 Washington/Sullivan County section
- Project Smoky
- Resurfacing Grouping – Kingsport
 - Group #1 (Moreland Dr, Fall Creek Rd, Cooks Valley Rd, Netherland Inn Rd – Hawkins County portion)
- John B Dennis Hwy/SR-93 bridge over river

Kingsport Metropolitan Transportation Planning Organization



Unified Planning Work Program Fiscal Year 2026 & 2027 – Tennessee Fiscal Year 2026 – Virginia

Adopted: Anticipated 08/07/25 – TN FY2026 & FY2027
05/08/2025 – VA FY2026

This Unified Planning Work Program was developed by the Kingsport MTPO in cooperation with:

US Department of Transportation

Federal Highway Administration

Federal Transit Administration

Tennessee Department of Transportation

Virginia Department of Transportation

LENOWISCO Planning District Commission

An electronic copy of this document can be found on our website:

<https://www.kingsporttn.gov/city-services/kmtpo/>

or

www.kptmtpo.com

E-mail: MTPO@KingsportTN.gov

Assurances of Nondiscrimination: The Kingsport Metropolitan Transportation Planning Organization (MTPO) ensures compliance with Title VI of the Civil Rights Act of 1964 (49 CFR 21) (23 CFR 200) related to statutes and regulations to the end that no person shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation on the grounds of race, color, or national origin.

In addition to Title VI, the Kingsport MTPO ensures compliance with other federal laws to to include Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324)(Sex); the Age Discrimination Act of 1975; and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990.

For more information on the MTPO's procedures to ensure compliance with Title VI, including methods to prevent barriers to its projects and activities for persons with Limited English Proficiency, please refer to the Kingsport MTPO Title VI Program.

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Resolutions

**A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
APPROVING THE FY2026 & FY2027 UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the U.S Department of Transportation Planning Regulations require preparation and local endorsement of an annual or bi-annual Unified Planning Work Program (UPWP); and

WHEREAS, the work program reaffirms the adopted Transportation Plan; and

WHEREAS, this work program document describes on-going and proposed Transportation Planning Activities for the metropolitan planning area according to task, responsible agency, purpose, previous work, study design (how transportation planning studies are organized and developed), product, and financial summary; and

WHEREAS, the UPWP was developed in cooperation with the state and public transportation operators.

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

The Executive Board of the Kingsport MTPO hereby approves and adopts the FY2026 & FY2027 Unified Planning Work Program.

RESOLUTION APPROVED:

Date: _____

Morris Baker, Chairman
Kingsport MTPO Executive Board

Lesley Christian
Kingsport MTPO Coordinator

**A RESOLUTION BY THE EXECUTIVE BOARD OF THE
KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) APPROVING
THE VIRGINIA FY2026 PORTION OF THE FY2026 & FY2027 UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the U.S Department of Transportation Planning Regulations require preparation and local endorsement of an annual or bi-annual Unified Planning Work Program (UPWP); and

WHEREAS, the work program reaffirms the adopted Transportation Plan; and

WHEREAS, this work program document describes on-going and proposed Transportation Planning Activities for the metropolitan planning area according to task, responsible agency, purpose, previous work, study design (how transportation planning studies are organized and developed), product, and financial summary; and

WHEREAS, the UPWP was developed in cooperation with the state and public transportation operators; and

WHEREAS, the FY2026 & FY2027 UPWP includes a FY2026 element that describes transportation planning activities pertaining to, and within, the Virginia portion of the Kingsport MTPO area, and which are supported by various funding sources and amounts, as detailed in the attached UPWP budget; and

WHEREAS, the Fiscal Year 2026 transportation planning funds identified in the FY2026 & FY2027 Unified Planning Work Program for the Commonwealth of Virginia are authorized July 1, 2025 through June 30, 2026.

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

The Executive Board of the Kingsport MTPO hereby approves and adopts the Virginia FY2026 portion of the FY2026 & FY2027 Unified Planning Work Program subject to revisions by TDOT (which will not affect portions specific to Virginia).

RESOLUTION APPROVED:

Date: 5/8/25



Morris Baker, Chairman
Kingsport MTPO Executive Board



Lesley Christian
Kingsport MTPO Coordinator

Abbreviations

3C	Continuous, Cooperative, Comprehensive Transportation Planning Process
5303 Funds	FTA Section 5303 Planning Funds
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CO2	Carbon Dioxide
CPG	Consolidated Planning Grant
CRP	Carbon Reduction Program
DBE	Disadvantaged Business Enterprise
DOD	Department of Defense
DOT	Department of Transportation
DRPT	Department of Rail and Public Transportation
EDC	Every Day Counts
eSTIP	Electronic STIP
eTIP	Electronic TIP
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FHWA-TN	Federal Highway Administration – Tennessee Division
FLMA	Federal Land Management Agency
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
IAC	Interagency Consultation
IIJA	Infrastructure Investment and Jobs Act
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
KATS	Kingsport Area Transit Service
LENOWISCO PDC	Lee County, City of Norton, Wise County, Scott County Planning District Commission
LGBTQ+	Lesbian, Gay, Bisexual, Transgender, and Queer
LRSP	Local Road Safety Plan
LRTP	Long-Range Transportation Plan
MEOC	Mountain Empire Older Citizens
MET	Mountain Empire Transit
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTPO	Metropolitan Transportation Planning Organization
NET Trans	Northeast Tennessee Regional Public Transit

NEVI	National Electric Vehicle Infrastructure Formula Program
PBPP	Performance Based Planning and Programming
PEA	Planning Emphasis Areas
PEL	Planning and Environment Linkages
PL Funds	FHWA Planning Funds
PM	Performance Measures
PM1	Performance Measures 1 – Safety
PM2	Performance Measures 2 – Infrastructure Condition
PM3	Performance Measures 3 – System Performance
PPP	Public Participation Plan
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Program
PTASP	Public Transportation Agency Safety Plan
RFP	Request for Proposal
RFQ	Request for Qualifications
RPO	Rural Planning Organization
SR	State Route
STARS	Strategically Targeted Affordable Roadway Solutions
STEAP	Screening Tool for Equity Analysis of Projects
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAM	Transit Asset Management
TCC	Technical Coordinating Committee
TDM	Travel Demand Model
TDOT	Tennessee Department of Transportation
TEVI	Tennessee Electric Vehicle Infrastructure Deployment Plan
TIP	Transportation Improvement Program
TNMUG	Tennessee Model Users Group
TPG	Transportation Planning Grant
TRB	Transportation Research Board
TTAP	Tennessee Transportation Assistance Program
UPWP	Unified Planning Work Program
USC	United States Code
UTPG	Urban Transportation Planning Grant
VDOT	Virginia Department of Transportation
VPI	Virtual Public Involvement
VTrans	Virginia's Statewide Transportation Plan

Section 1 – Introduction

1.1 About the Kingsport MTPO

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

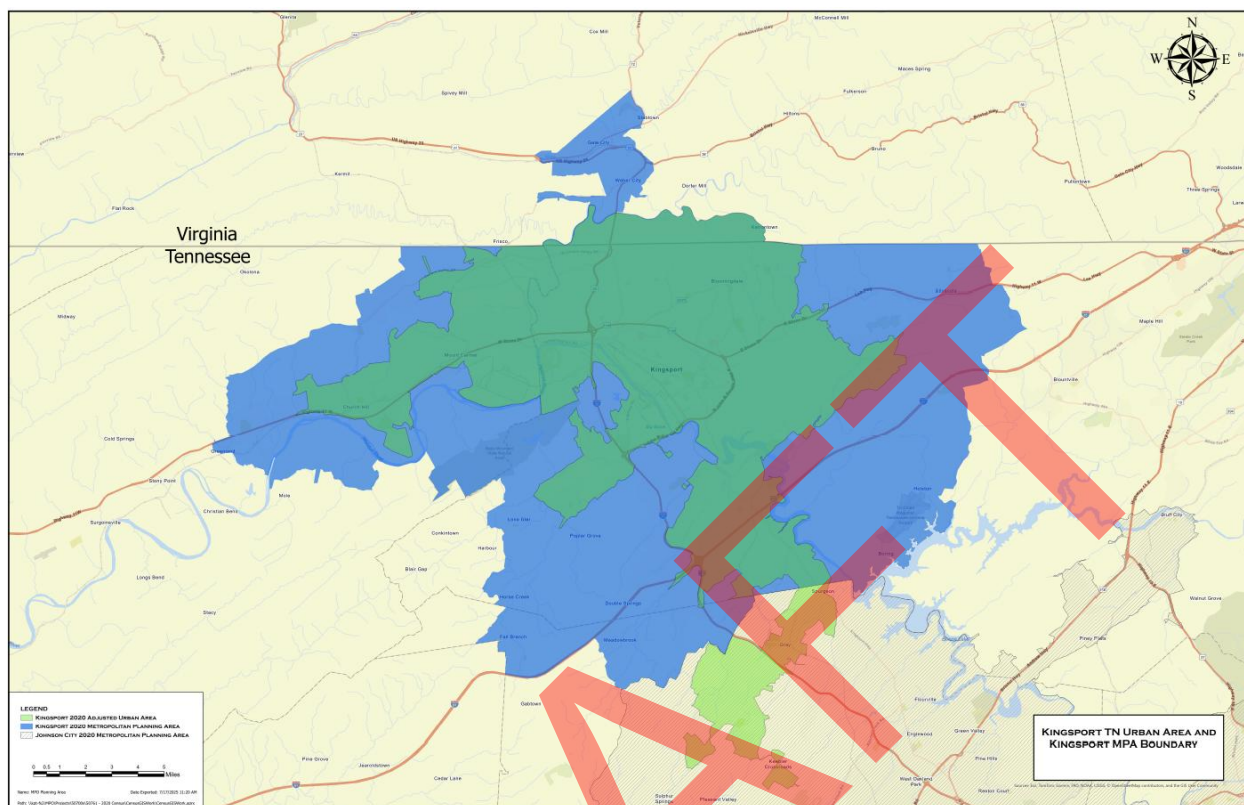
The Kingsport metropolitan area became eligible for MPO status when it reached the minimum requirement of 50,000 in population with the 1970 census. The Kingsport MTPO was established in 1977 through the efforts of the Tennessee Department of Transportation (TDOT), the Virginia Department of Transportation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

- Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) – Current Transportation Authorization
- Fixing America's Surface Transportation (FAST) Act – Previous Transportation Authorization;
- Title 23 of the United States Code (USC), Section 134 – Metropolitan Transportation Planning;
- Title 49 of the USC, Section 5303 – Formula Grant Program for Metropolitan Transportation Planning;
- Title 23 of the Code of Federal Regulations (CFR), Section 450 – Metropolitan Transportation Planning and Programming; and
- Title 49 CFR, Section 613, Subpart A – Metropolitan Transportation Planning and Programming.

1.2 Metropolitan Planning Area

Under current federal law, any urban area with a population over 50,000 must be in a Metropolitan Planning Area (MPA) for a Metropolitan Planning Organization (MPO). The MPA is the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. At a minimum, the MPA must encompass the Census Urban Area and the contiguous geographic area likely to become urbanized within the next twenty (20) years. In Tennessee, the Kingsport MTPO MPA consists of the City of Church Hill, the Town of Mount Carmel, the City of Kingsport, and portions of Hawkins County, Sullivan County, and Washington County. In Virginia, the Kingsport MTPO MPA consists of Weber City, Gate City, and a portion of Scott County. **Figure 1** shows the Kingsport MTPO Urban Area and the MPA boundary. Please note, in Washington County, the portion of the Kingsport Urban Area that falls outside the Kingsport MPA boundary is under the neighboring Johnson City MTPO's MPA. Through a Memorandum of Agreement (MOA), the Johnson City MTPO is responsible for transportation planning activities in that area of the Kingsport Urban Area.

Figure 1 – Kingsport MTPO Urban Area and Planning Area



(The green area is the adjusted Urban Area. The blue area is the updated Metropolitan Planning Area that is still awaiting approval by the Governors of TN and VA.)

1.3 Organizational Structure

The Kingsport MTPO is comprised of an Executive Board, a Technical Coordinating Committee (TCC), and administrative staff. The Executive Board is the overall governing body for the Kingsport MTPO. The Executive Board has the authority to adopt regional transportation plans and programs. The members of the Executive Board represent the following jurisdictions:

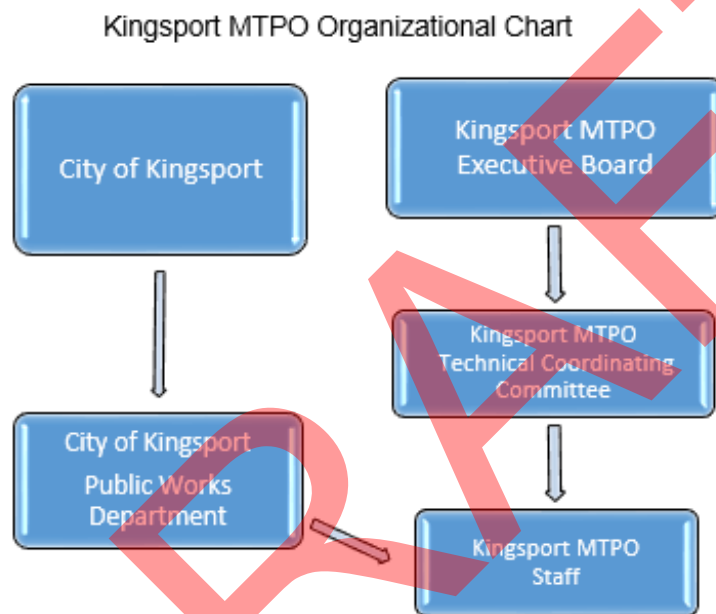
- State of Tennessee
- City of Kingsport
- First Tennessee Development District
- Hawkins County/Church Hill/Mount Carmel
- Commonwealth of Virginia
- Sullivan County
- LENOWISCO Planning District Commission

The Technical Coordinating Committee is composed of representatives of various departments and communities involved in the transportation planning process throughout the Kingsport MTPO planning area. Other relevant local, state, and federal departments are also members. The TCC may make recommendations to the MTPO Executive Board at key points during the planning process. The members of the TCC represent the following jurisdictions:

- State of Tennessee
- City of Kingsport
- Kingsport MTPO
- First Tennessee Development District
- Church Hill/Mount Carmel
- Commonwealth of Virginia
- Sullivan County
- LENOWISCO Planning District Commission
- FHWA-TN and FHWA-VA (Non-Voting)
- FTA – Region III and Region IV (Non-Voting)

The administrative staff is housed as a division of the Public Works Department of the City of Kingsport. **Figure 2** shows the Organizational Structure of the Kingsport MTPO.

Figure 2 – Kingsport MTPO Organizational Chart



Section 2 – Unified Planning Work Program Development

2.1 About the Unified Planning Work Program

The Fiscal Year (FY) 2026 and 2027 Unified Planning Work Program (UPWP) identifies and describes all transportation planning activities that will be carried out by the Kingsport MTPO and its member governmental agencies for the referenced program period. The UPWP for FY2026 and FY2027 has been developed in coordination with the State of Tennessee, Commonwealth of Virginia, LENOWISCO PDC, local jurisdictions, and public transportation operators.

The program period for the UPWP for VDOT is the State Fiscal Year from July 1 through June 30. For TDOT, the UPWP program period is the Federal Fiscal Year beginning October 1 and ending on September 30.

The core functions of the MTPO include developing/maintaining/implementing a multimodal Long-Range Transportation Plan covering a planning horizon of at least twenty years; developing/maintaining/implementing a Transportation Improvement Program which represents a short-term program of transportation investments; developing/maintaining/implementing a Public Participation Plan which describes how the public and stakeholders will be involved in the transportation planning process; and implementation of performance based planning and programming to improve the project decision-making process. **Table A** lists the core planning documents, the date of their last adoption or approval, and the due date for the next adoption/approval.

Table A – Status of Core Planning Documents and Activities

Planning Document/Activity	Date of Last Adoption/Approval	Due Date of Next Adoption/Approval
Long-Range Transportation Plan (LRTP)	05/07/2022	May 2027
Transportation Improvement Program (TIP)	11/03/2022	November 2025
Public Participation Plan (PPP)	08/08/2019	As Needed
Unified Planning Work Program (UPWP)	05/08/2025 VA Tentative 08/07/2025 TN Tentative 09/30/2025 FHWA-TN	May 2026 VA August 2027 TN
Safety Performance Targets (PM1)	02/13/2025	February 2026
Pavement and Bridge Condition Targets (PM2)	02/13/2025	June 2027
System Performance Targets (PM3)	02/13/2025	June 2027
Transit Asset Management (TAM) Targets	02/09/2023	Late 2025, in conjunction with LRTP/TIP cycle
Transit Safety Performance Targets	02/08/2024	Late 2025, in conjunction with LRTP/TIP cycle

2.2 Funding Sources

The State of Tennessee and Commonwealth of Virginia allocate funding for the planning activities identified in the UPWP. The MTPO is advised of its available funding prior to the development of the

UPWP. The distribution of these funds among the planning tasks is based on local priorities as well as the metropolitan planning requirements for MPOs. In Virginia, PL funds allocated to the Kingsport MTPO are shared between LENOWISCO PDC and the City of Kingsport/MTPO. These funds are individually contracted directly from VDOT to LENOWISCO PDC and the City of Kingsport, not passed through.

Table B, on the next page, provides a summary of the UPWP total funding allocations for FY2026 and FY2027 for the Kingsport MTPO. The funding sources programmed in the UPWP include:

FHWA Metropolitan Planning Funds (PL Funds) – This funding is available to the MTPO from an apportionment of funds to the states (TN and VA) from the Federal Highway Administration. The matching ratios for these funds are 80% Federal, 5% State, and 15% Local for Tennessee funds received through TDOT, and 80% Federal, 10% State, and 10% Local for Virginia funds received through VDOT.

FTA Section 5303 Planning Funds – This funding is available to the MTPO from an apportionment of funds to the states (TN and VA) from the Federal Transit Administration. The matching ratios for these funds are 80% Federal, 5% State, and 15% Local for Tennessee funds received through TDOT and 80% Federal, 10% State, and 10% Local for Virginia funds received through the Department of Rail and Public Transportation (DRPT). Beginning in FY25, the MTPO opted out of receiving Virginia FTA 5303 funds.

State Funding – As referenced, state matching funds are available for PL funds and FTA 5303 funding for Tennessee and Virginia.

Local Funding – The City of Kingsport is the cognizant agency for the Kingsport MTPO and provides the majority of the local matching funds (15% in TN and 10% in VA) to contribute toward expenses for MTPO staff salaries, benefits, and operating expenses.

Consolidated Planning Grant (CPG) – TDOT participates in the Consolidated Planning Grant (CPG) Program where FHWA Metropolitan Planning Funds (PL) and FTA Section 5303 Planning Funds are combined into a single fund administered by FHWA. These funds are distributed and administered in accordance with 23 CFR 420.109.

Table B – Funding Table for FY2026 and FY2027

	KINGSPORT MTPO			LENOWISCO PDC***			
	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	TOTAL
FY2026 & FY2027 – TN CPG (PL & 5303*)	\$952,000.00	\$59,500.00	\$178,500.00	\$0	\$0	\$0	\$1,190,000.00
CARRYOVER TO FY2026 (VA PL)	\$60.88	\$7.61	\$7.61	\$4.00	\$0.50	\$0.50	\$81.10
FY2026 – VA FHWA PL	\$22,500.00	\$2,812.50	\$2,812.50	\$52,500.00	\$6,562.50	\$6,562.50	\$93,750.00
FY2026 – VA FTA 5303	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$974,560.88	\$62,320.11	\$181,320.11	\$52,504.00	\$6,563.00	\$6,563.00	\$1,283,831.10
CARRYOVER TO FY2027 (VA PL)	To be determined at end of FY25	To be determined at end of FY25	To be determined at end of FY25	To be determined at end of FY25	To be determined at end of FY25	To be determined at end of FY25	To be determined at end of FY25
FY2027 – VA FHWA PL**	\$22,500.00	\$2,812.50	\$2,812.50	\$52,500.00	\$6,562.50	\$6,562.50	\$93,750.00
FY2027 – VA FTA 5303**	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Please note, TN 5303 funds are received one year behind from the year they are allocated from FTA.

**Virginia funding formulas changed for FY25. VA FHWA PL funds were increased and the MTPO opted out of VA FTA 5303 funds.

*** LENOWISCO funds are contracted directly from VDOT, not passed through the MTPO.

2.3 Public Participation

Federal legislation requires MPOs to conduct an inclusive planning process and ensure opportunities for public involvement in the development of transportation plans and programs. In accordance with the Kingsport MTPO Public Participation Plan (PPP), after state and federal review, the draft UPWP is made available for public review and comment for ten (10) calendar days prior to adoption. Any comments made during the public review period are recorded and addressed before the UPWP is adopted. If revisions are warranted and the revised UPWP is significantly different from the original draft, an additional public review and comment period of seven (7) days will be allowed. In the event the MTPO Executive Board should determine there are significant unresolved comments or issues on the draft UPWP, it may defer approval/adoption to a subsequent meeting. The same public review and comment procedures are also followed for UPWP amendments. After adoption of the UPWP by the Executive Board,

final approval of the UPWP is jointly issued by FHWA and FTA. The final document is available on the Kingsport MTPo website (www.kptmtpo.com) and in the MTPo office.

2.4 UPWP Amendments and Administrative Modifications

Revisions can be made to the UPWP throughout the year as needed. These revisions fall into two categories, Amendments and Administrative Modifications.

Administrative Modifications can be handled internally between the MTPo and TDOT/VDOT. The Administrative Modification is forwarded to the appropriate federal agency (FHWA or FTA) for their records.

Amendments require approval/adoption by the Kingsport MTPo Executive Board. Amendments must also follow the public input process outlined above. The adopted Amendment is then forwarded to TDOT/VDOT and then the appropriate federal agency (FHWA or FTA) for final review and approval. Changes that require an Amendment include:

- Addition of funding to the UPWP;
- Modifying the scope of the UPWP, including the addition, deletion, or change in scope of a task, subtask, or activity;
- Change in the lead agency (e.g. MPO, State, Public Transportation Agency, Local Government; or consultant) that will perform the work in the UPWP;
- Inclusion of costs that require prior written approval; and
- Change in the approved matching rate and source.

All other changes may be performed by Administrative Modification.

Section 3 – Planning Factors, Emphasis Areas, and Priorities

3.1 Federal Planning Factors

Federal legislation defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. The Kingsport MTPO will continue to consider and implement projects, strategies, and services that will address the following factors:

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

MTPO Activities: The MTPO encourages the coordination of land use and transportation to ensure that existing and future industrial, commercial, and housing concentrations have adequate transportation connections to preserve the quality of life in surrounding areas. The MTPO will continue to develop partnerships with local government agencies and economic development organizations to coordinate transportation planning activities that will provide opportunities for economic growth and strengthen the economy. Specific objectives include programming projects to enhance transportation access to commercial and industrial areas including the use of State Industrial Access funds. The MTPO also provides assistance in obtaining traffic count data and other information for marketing research purposes. The MTPO supports an efficient transit system to maintain access to jobs and services in the region.

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

MTPO Activities: The MTPO supports the State of Tennessee and Commonwealth of Virginia in adopting safety performance targets to reduce crashes (for motorized and non-motorized users). The MTPO coordinates with local transit operators in the development of their Public Transportation Agency Safety Plan (PTASP) and adoption of transit safety targets. The MTPO aids local jurisdictions with submitting requests to TDOT for sections of roads that need a safety audit. The MTPO developed a Local Road Safety Plan and will continue to monitor this plan and update it as needed in coordination with local stakeholders. The MTPO encourages local jurisdictions in their efforts to provide facilities for non-motorized users and increase their safety.

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

MTPO Activities: The MTPO coordinates with local jurisdictions to provide input on regional traffic patterns to support multimodal operations and maintenance activities, incident management activities, and the development of disaster and hazard mitigation plans. The MTPO receives severe weather updates and is prepared to establish a coordinated effort with Emergency Management Agencies, Public Works Departments, and Transit Agencies to evaluate the transportation impacts of extreme weather events.

- (4) Increase accessibility and mobility of people and freight.

MTPO Activities: Evaluation and analysis of land use, economic, and urban development activities on the existing transportation system is an ongoing process with local jurisdictions to encourage

access management on major thoroughfares. The MTPO also assists local transit agencies, including rural providers, to identify gaps in public transportation and promote regional transit service to increase mobility and access to public transportation. The MTPO supports transit asset management targets that keep the system moving by maintaining assets in good condition.

- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

MTPO Activities: The MTPO coordinates with local jurisdictions and planning agencies to promote the development of bicycle and pedestrian facilities and multimodal transportation improvements including opportunities for public transportation's role in livable communities. Additionally, the MTPO supports activities to reduce regional ozone levels and to monitor regulations and guidance by the Environmental Protection Agency in reference to the 8-hour ozone standard. The MTPO supports the state's efforts to provide outreach and implement an alternative fuel strategy. MTPO staff participates in the Tennessee Statewide Interagency Consultation (IAC) Group.

- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

MTPO Activities: The MTPO will continue to support local jurisdictions' efforts to improve integration and connectivity between roads, transit, and bicyclists/pedestrians. Through the LRTP, the MTPO promotes opportunities for a choice of mode for the movement of people and goods. This includes connectivity between bicycle/pedestrian facilities as well as public transportation.

- (7) Promote efficient system management and operation.

MTPO Activities: The LRTP evaluates the needs and opportunities for improved operation and efficiency of the transportation network and identifies proposed operations and capital improvements. The implementation of performance based planning and programming emphasizes project programming based on identified needs and project effectiveness.

- (8) Emphasize the preservation of the existing transportation system.

MTPO Activities: The MTPO will continue to collect and maintain traffic data and facility conditions for the existing transportation system to identify deficiencies and needed investments to maintain system preservation for all modes. The MTPO will continue to review data on pavement and bridge conditions and support the states' performance targets. The MTPO supports local jurisdictions' operation and maintenance efforts such as the City of Kingsport's Pave Kingsport program (www.pavekingsport.com).

- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

MTPO Activities: The MTPO coordinates with local government departments to reduce natural disaster risks by assessing capital investments, identifying at-risk assets, evaluating approaches to

system management with operations and maintenance that reduce the vulnerability of transportation infrastructure. As appropriate, the MTPO will promote design of transportation facilities to mitigate stormwater runoff and will encourage local jurisdictions and TDOT/VDOT to identify infrastructure that is subject to flooding and rock/mudslides and plan for mitigation of impacts in such instances.

(10) Enhance travel and tourism.

MTPO Activities: The LRTP identifies investments in transportation infrastructure which provides mobility to support regional travel and tourism, including greenways and waterways. The MTPO will continue to encourage local jurisdictions in their efforts to improve tourism in the region. Wayfinding is an important factor in getting visitors to their destinations, the MTPO will continue to advocate for signage of this nature.

3.2 Complete Streets Set-Aside

In support of Complete Streets planning and improving road safety, FHWA issued a waiver of the non-Federal share of PL and 5303 funds set-aside for Complete Streets planning. Under the waiver, MPOs will be able to use federal funding for 100% of the expenses associated with Complete Streets planning activities. Complete Streets planning activities include, but are not limited to:

1. Adoption of Complete Streets standards or policies
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street
3. Development of transportation plans to
 - a. Create a network of active transportation facilities, including sidewalks, bikeways, workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
 - b. Integrate active transportation facilities with public transportation services or improve access to public transportation.
 - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
 - d. Increase public transportation ridership.
 - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
5. Development of transportation plans and policies that support transit-oriented development.

3.3 Statewide (Tennessee) Planning Priorities

In addition to the Federal Planning Factors, the Tennessee Department of Transportation has identified four (4) planning priorities for the FY2026 and FY2027 program period. These priorities are described below:

- **Carbon Reduction Program:** The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon

dioxide (CO₂) emissions from on-road highway sources. The MPO should develop a method to ensure carbon reduction strategies are included in local projects. The MPO should consider time requirements of soliciting projects for Carbon Reduction funding and assisting municipalities, within their planning boundaries, with Carbon Reduction grant opportunities.

- **PROTECT Program:** The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including extreme weather events, sea level rise, flooding, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The MPO shall develop a method to ensure resiliency is included in local projects. The MPO should also consider the time investment of assisting municipalities, within their planning boundaries, with PROTECT grant opportunities.
- **Transportation Planning Grants (TPGs):** The UPWP shall include information to support TDOT's Transportation Planning Grants (TPGs). MPOs shall develop collaborative efforts with their local jurisdictions in support of TPG applications that align with the planning activities of the MPO and TDOT. As always, these planning efforts shall consider safety as the number one priority. Specific information is found on TDOT's website which also provides a fact sheet on some of the more popular grant options, such as, Complete Streets, Bicycle and Pedestrian, Transportation Systems Management & Operation, Corridor Study, Resurfacing and Striping, Community Mobility, as well as other multimodal and theme-based planning.
- **Regional Planning Coordination:** With the recent passage of the Transportation Modernization Act (TMA) and TDOT's associated 10-Year Project Plan (FY2024-2033), it is more essential than ever to maintain coordinated planning efforts between TDOT and the MPOs as a way to establish the foundation of future 10-Year Plan projects. These efforts can come from a variety of sources such as multi-county corridor studies, access management improvement studies, regional land use/transportation plans, park & ride studies, large-scale bicycle/pedestrian plans, regional transit studies, and economic development studies.

3.4 Statewide (Virginia) Planning Priorities

VTrans, Virginia's Transportation Plan, guides policies and investments to improve transportation networks. VTrans has four focus areas (Transportation Vision, Transportation Needs and Priorities, Long-Term Risk and Opportunity Register, and Strategic Actions). As part of the Transportation Vision, the Commonwealth Transportation Board has identified five (5) Goals and Objectives. These Goals and Objectives are described below:

- **Goal A – Economic Competitiveness and Prosperity:** Invest in a transportation system that supports a robust, diverse, and competitive economy.
 - Objective A.1. Reduce the amount of travel that takes place in severe congestion.
 - Objective A.2. Reduce the number and severity of freight bottlenecks.
 - Objective A.3. Improve reliability on key corridors for all modes.
- **Goal B – Accessible and Connected Places:** Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
 - Objective B.1. Reduce average peak-period travel times in metropolitan areas.
 - Objective B.2. Reduce average daily trip lengths in metropolitan areas.

- Objective B.3. Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas.
- **Goal C – Safety for All Users:** Provide a safe and secure transportation system for passengers and goods on all travel modes.
 - Objective C.1. Reduce the number and rate of motorized fatalities and serious injuries.
 - Objective C.2. Reduce the number of non-motorized fatalities and serious injuries.
- **Goal D – Proactive System Management:** Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - Objective D.1. Improve the condition of all bridges based on deck area.
 - Objective D.2. Increase the lane miles of pavement in good or fair condition.
 - Objective D.3. Increase percent of transit vehicles and facilities in good or fair condition.
- **Goal E – Healthy Communities and Sustainable Transportation Communities:** Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic, and cultural resources.
 - Objective E.1. Reduce per-capita vehicle miles traveled.
 - Objective E.2. Reduce transportation related emissions.
 - Objective E.3. Increase the number of trips traveled by active transportation (bicycling and walking).

For more information, visit the VTrans website at www.vtrans.org.

3.5 Regional Planning Priorities

Under 23 CFR 450.306(a) the MPO, in cooperation with the state and public transportation operators must develop Long-Range Transportation Plans and Transportation Improvement Programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the state. The planning priorities for the region are intended to facilitate the development, management, and operation of an integrated, intermodal transportation system that enables the safe, efficient, and economical movement of people and goods.

The activities listed in the UPWP are driven by the Federal Planning Factors, Statewide Planning Priorities, and the Regional Planning Priorities identified through the development of the Long-Range Transportation Plan. The Regional Planning Priorities are described below:

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

- a) Improve safety by reducing transportation-related fatalities and injuries.
- b) Make streets a place for all users - “Complete Streets”.
- c) Promote active transportation by increasing opportunities for short trips through improved accessibility to alternative modes.
- d) Strengthen local and regional partnerships to advance viable and affordable public transportation and mobility options.
- e) Strive to balance capacity and mobility needs for all users whereby connections to and across modes and land uses function harmoniously.

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

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

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

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

Section 4 – Work Program Tasks and Funding Tables

Task I – Program Administration

Responsible Agencies: Kingsport MTPO, LENOWISCO PDC, TDOT, VDOT, DRPT, Local Jurisdictions, Consultant

Purpose: To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the Metropolitan Planning Area's Long-Range Transportation Plan and ensure that all transportation planning projects meet federal, state, and local requirements.

Previous Work: Coordination of the MTPO Executive Board and Technical Coordinating Committee; administration of financial and contractual agreements; development, implementation, and management of the FY 2024 and FY2025 UPWP; Title VI reporting; coordination of the public participation process; quarterly and annual progress and expenditure reports; preparing annual list of federally obligated projects; adjustment of the Urban Area boundary; coordination with local, state, and federal partners; general administrative activities; maintain MTPO website; and program oversight.

Activities for FY2026 and FY2027 (Responsible Agency):

- Public Involvement/Committees: Prepare for and host Executive Board, Technical Coordinating Committee, and public meetings/workshops as needed; ongoing implementation of the Public Participation Plan; issue public notification for meetings and other products including public review periods for programs/plans/studies; maintain MTPO email distribution lists (annual subscription of Constant Contact platform); and update and maintain the MTPO website. (MTPO, LENOWISCO, TDOT, VDOT)
- Supplies/Equipment: Purchase of items including, but not limited to, meeting supplies, office supplies, software, office equipment (such as computers, printers, and furniture less than \$5,000 per piece), telephone, postage, shipping, equipment rental/maintenance, printing, publications, subscriptions, services, and other direct costs associated with carrying out the metropolitan transportation planning process. (MTPO)
- Training/Workshop Attendance: Attend trainings, conferences, workshops, webinars, virtual meetings/trainings to ensure compliance with regulations and maintain proficiency in MTPO related topics – including, but not limited to: Tennessee Model Users Group (TNMUG), Tennessee Transportation Assistance Program (TTAP), Association of Metropolitan Planning Organizations (AMPO), Transportation Research Board (TRB), TDOT, VDOT, FHWA. (MTPO)
- Meetings/Memberships: Attend statewide monthly conference calls, quarterly meetings, annual conference, and other meetings with TDOT, VDOT, and other MPOs; attend conference calls and meetings with the TN MPO Association and VAMPO; attend Virginia's MPO Quarterly Coordination meeting; attend VDOT's annual Six Year Improvement Plan meeting; attend meetings of the First Tennessee Rural Planning Organization (RPO); attend other local, state, and federal meetings related to transportation planning; and obtain/maintain membership in local, state, and/or national professional organizations as appropriate [examples: Association of Metropolitan Planning Organizations (AMPO), Institute of Transportation Engineers (ITE), American Planning Association (APA)]. (MTPO, LENOWISCO, TDOT, VDOT)

- Study Administration: Participate in, review, and analyze transportation planning studies or projects such as corridor studies, intersection analyses, traffic impact studies, functional classification review, TDOT reports/studies, VDOT Improve81 Plan update, and VDOT reports/studies. *(MTPO, LENOWISCO, TDOT, VDOT, Local Jurisdictions, Consultant)*
- Americans With Disabilities Act (ADA): Assist local agencies with ADA Plan related information and reporting required in transportation plans/programs. *(MTPO, LENOWISCO, TDOT, VDOT)*
- Financial Management: Perform grant administration functions; undertake general administrative activities; assist with audit activities as necessary; provide audit reports; oversee MTPO expenditures; and provide accountability of federal, state, and local funds. *(MTPO)*
- Reporting: Prepare and submit quarterly invoices and progress reports; and submit annual progress and expenditure report. *(MTPO, LENOWISCO)*
- Contracts: Prepare and execute contractual agreements and amendments as required. *(MTPO, LENOWISCO, TDOT, VDOT)*
- Administration and Coordination: Prepare/review proposals, contracts, progress reports, invoices, budgets, agendas, schedules, meeting minutes, and meeting reports; assist member agencies, jurisdictions, organizations, and the public with MPO related activities and information; monitor related organizations, research, workshops, information, and/or publications for applicable best practices in transportation planning; work with the City of Kingsport, TDOT, VDOT, FHWA, and FTA to ensure all local, state, and federal requirements are met; update and maintain any required Memorandums of Understanding (MOU) and/or Memorandums of Agreement (MOA) with other MPOs, TDOT, VDOT, or public transit providers; and oversight of MPO program. *(MTPO, LENOWISCO, TDOT, VDOT)*
- UPWP: Implement and maintain the FY2026 & FY2027 UPWP; manage the implementation of tasks within the adopted UPWP; prepare/process amendments and administrative modifications as needed; and develop and adopt the FY2028 & FY2029 UPWP. *(MTPO, LENOWISCO, TDOT, VDOT)*
- UA/MPA Boundary Update: Review and amend/update agreement(s) with other local MPOs to identify and coordinate divisions of transportation planning responsibilities as appropriate based on updated Urban Area boundaries and Metropolitan Planning Area boundaries. *(MTPO, TDOT, other local MPOs)*
- Title VI: Maintain Title VI Plan; complete assurances; complete/submit Title VI reports as requested; monitor small and Disadvantaged Business Enterprise (DBE) participation in MTPO professional services; and ongoing coordination of the MTPO transportation planning process for compliance with the requirements of Title VI. *(MTPO, LENOWISCO, TDOT, VDOT)*
- Public Notices and Advertising: Prepare and distribute notices to advertise MTPO meetings, open houses, workshops, and other events including public review periods for programs/plans/studies; maintain MTPO email distribution lists (annual subscription of Constant Contact platform); update and maintain the MTPO website; and work with the City of Kingsport Communications Department for press releases, media contacts, and social media content. *(MTPO)*
- Software Renewals: Purchase/renew software and platforms used to conduct MTPO business including, but not limited to: Constant Contact, Zoom, and TransCAD. *(MTPO)*
- MPO Bylaws Update: Review/update bylaws as needed. *(MTPO)*

- Project Initiation/Consultant Selection: Assist local jurisdictions with project initiation tasks; prepare and distribute Request for Qualifications (RFQ) and Request for Proposals (RFP) as appropriate; review, score, and select consultants. *(MTPO)*
- Capital Purchases: Any purchase of an individual capital item costing more than \$5,000 will receive state and/or federal approval prior to purchase. *(MTPO)*

Products/Deliverables (Schedule):

- Review and amend/update agreement(s), as appropriate, with other local MPOs based on changes to the Urban Area boundaries and Metropolitan Planning Area boundaries. *(Fall 2025)*
- Continued implementation and compliance of local, state, and federal programs and requirements for the transportation planning process. *(Ongoing)*
- Attend meetings, trainings, workshops, and conferences. *(Ongoing/As Needed)*
- Prepare and distribute documentation for MTPO meetings as required, such as resolutions, agendas, notices, and related information. *(Ongoing/As Needed)*
- Prepare and submit quarterly billings/invoices and progress reports. *(Quarterly)*
- Prepare and submit performance and expenditures annual report. *(Annually)*
- Title VI, DBE compliance, and other monitoring/reporting as required. *(Ongoing/As Needed)*
- Continued communication/coordination with local jurisdictions. *(Ongoing/As Needed)*
- Maintenance of MTPO website. *(Ongoing/As Needed)*
- Update MTPO Bylaws. *(As Needed)*
- Prepare/distribute RFQs and/or RFPs and review, score, and select consultants. *(As Needed)*
- Maintain and update MTPO contact lists. *(Ongoing/As Needed)*
- Maintain and update FY2026 & FY2027 UPWP *(Ongoing/As Needed)*
- Development of FY2028 & FY2029 UPWP *(Draft: April 2027)*
- Implement, maintain, and update the Public Participation Plan. *(Ongoing/As Needed)*

Funding Tables:

TENNESSEE FY2026 & FY2027 TASK I – ADMINISTRATION	
	TN – CPG
Kingsport MTPO	
Federal	\$320,000
State	\$20,000
Local	\$60,000
TOTAL	\$400,000

VIRGINIA FY2026 TASK I – ADMINISTRATION	
	VA – FHWA PL
Kingsport MTPO	
Federal	\$12,000
State	\$1,500
Local	\$1,500
LENOWISCO PDC	
Federal	\$17,304
State	\$2,163
Local	\$2,163
TOTAL	\$36,630

Task II – Data Collection, Maintenance, and Analysis

Responsible Agencies: Kingsport MTPO, LENOWISCO PDC, TDOT, VDOT, DRPT, Public Transportation Agencies, Local Jurisdictions, Consultant

Purpose: To collect and maintain an inventory of data (including transportation, traffic, safety, demographic, and land use) and analyze it as it relates to the update of the Long-Range Transportation Plan and other various plans, programs, and studies to ensure effective transportation planning in the Metropolitan Planning Area and identify changes in transportation needs.

Previous Work: Traffic counts (annual, triennial, and special counts); regional crash data analysis; Geographic Information Systems (GIS) mapping activities; adjustment of the Urban Area boundary; adjustment of the Metropolitan Planning Area boundary; Tennessee Statewide Household Travel Survey; support/adoption of performance measure targets; maintain TransCAD license; update of Travel Demand Model (TDM); purchase Urban SDK license; and participation in Tennessee Model Users Group (TNMUG).

Activities for FY2026 and FY2027 (Responsible Agency):

- **Demographics:** Collect, maintain, and analyze socio-economic, land use, employment, and travel pattern data from a variety of sources; monitor economic development activities impacting the transportation system for the Metropolitan Planning Area (MTPO, LENOWISCO)
- **Modeling:** Participate in TNMUG; participate in meetings and training sessions on modeling; maintain TransCAD license; research possibility of having a Tri-Cities area Travel Demand Model and assist with development as appropriate; coordinate with TDOT, VDOT, and federal agencies to develop and update the area travel demand model, as needed, using TransCAD software; review member jurisdictions' traffic evaluations and transportation studies; review recommendations for modifications of transportation facilities (i.e. signal locations, signal timing and phasing, pavement widths, and travel lanes) which would impact the regional Traffic Demand Model and traffic flow on major corridors. (MTPO, TDOT, VDOT, Local Jurisdictions, Consultant)
- **Performance Measures:** Continued implementation of a performance based planning program; coordination with TDOT, VDOT, and federal agencies to update, support/adopt, and implement performance measures/targets for PM1, PM2, and PM3 as necessary; in cooperation with TDOT, VDOT, DRPT, and local transit agencies update, support/adopt, and implement performance measures/targets for Transit Asset Management (TAM) and safety targets as part of their Public Transportation Agency Safety Plan as necessary; and include the integration of performance based goals, objectives, performance measures, and targets in the development of MPO plans and processes. (MTPO, TDOT, VDOT, Public Transportation Agencies)
- **GIS Development and Maintenance:** GIS mapping and associated training to create and maintain necessary geographic-based data sets utilized for transportation planning purposes; work with local and state GIS departments for project mapping, Urban Area/Planning Area changes, and other GIS related tasks as needed; update transportation related maps and databases as needed; and provide visualization products associated with the development of transportation plans and documents. (MTPO, LENOWISCO, TDOT, VDOT)
- **Traffic Counts:** Collect, maintain, and analyze traffic data and facility conditions in cooperation and conjunction with participating entities; continue to collect annual traffic count data at established stations (triennial in Virginia); conduct special traffic counts as needed for planning

and project design; use/purchase of special equipment as needed; and on-going analysis of regional traffic counts to establish trends in traffic volumes used in maintaining the travel demand model as well as other transportation planning studies. *(MTPO, LENOWISCO, TDOT, VDOT, Local Jurisdictions)*

- Land and Travel Demand Model: Collect and/or purchase data to maintain the database for TransCAD model including economic, population, and socio-economic data for the future update of the Long-Range Transportation Plan (LRTP); Travel Demand Model runs for special studies or project needs/changes as needed; 2050 LRTP update. *(MTPO, TDOT, VDOT, Consultant)*
- Functional Classification System Updates: Update of the Federal Functional Classification System based on the 2020 Census Urban Area and adjusted Urban Area/Metropolitan Planning Area boundary; coordination with Bristol MPO and Johnson City MTPO on adjoining boundaries and corresponding roadway classifications as needed; and work with TDOT and VDOT to update and maintain the Functional Classification System for the Metropolitan Planning Area. *(MTPO, LENOWISCO, TDOT, VDOT, Consultant)*
- Traffic Analysis Zones: Update and maintain Traffic Analysis Zones (TAZs) as needed including TAZ population and employment data. *(MTPO, LENOWISCO, TDOT, VDOT, Consultant)*
- Economic Data and Land Use Data: Collect and/or purchase traffic, freight, transit ridership, bike/pedestrian counts, population, land use, and socio-economic data for development of the 2050 Long-Range Transportation Plan with assistance from consultants, TDOT, and VDOT. *(MTPO, LENOWISCO, TDOT, VDOT, Consultant)*
- Safety Data Collection and Analysis: Compile and analyze crash data periodically for the region including crash reports, traffic volume data, crash rates, and historical trends; promote safety conscious design by local jurisdictions for roadway improvements at high crash locations; TDOT and VDOT will maintain files on crashes and furnish high hazard listings and other safety data as required; and provide local jurisdictions input on the regional transportation system (existing conditions and proposed improvements) for utilization in operations and maintenance planning, incident management activities, and the development of disaster and hazard mitigation plans. *(MTPO, LENOWISCO, TDOT, VDOT)*
- Air Quality/Conformity Analysis: Monitor the air quality of the Metropolitan Planning Area to assure standards are being met; and continue participation in the Tennessee Statewide Interagency Consultation (IAC) group. *(MTPO, TDOT)*
- Other: Finalize the Tennessee Statewide Household Travel Survey; maintain licenses for existing software and other software packages/platforms as needed; purchase equipment as needed for storing or display purposes for various visualization techniques; travel time studies will be conducted if needed; and continued coordination between TDOT and MPOs for statewide data acquisition purchase for travel forecasting and other transportation planning activities. *(MTPO)*

Products/Deliverables (Schedule):

- Renew TransCAD license. *(Annually)*
- Transportation related GIS mapping and graphics. *(As Needed)*
- Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, and other traffic data for planning and design studies. *(Ongoing/As Needed)*
- Special traffic counts and speed studies. *(As Needed)*
- Vehicle miles of travel on functionally classified systems. *(Ongoing/As Needed)*

- High-hazard lists, collision diagrams, and other crash data. Review of high-crash locations and changes in crash rates in MPA. *(Ongoing/As Needed)*
- Maintenance of the Travel Demand Model and/or assist with development of a Tri-Cities Regional Travel Demand Model as appropriate. *(As Needed)*
- Maintenance of Traffic Analysis Zones data. *(As Needed)*
- Monitor, review, and maintain performance measures/targets (PM1, PM2, PM3) and incorporate in the transportation planning process. *(Annually or As Needed)*
- Begin data collection for 2050 LRTP. *(Summer/Fall 2025)*

Funding Tables:

TENNESSEE FY2026 & FY2027 TASK II – DATA COLLECTION, MAINTENANCE, AND ANALYSIS	
	TN – CPG
Kingsport MTPO	
Federal	\$64,000.00
State	\$4,000.00
Local	\$12,000.00
TOTAL	\$80,000.00

VIRGINIA FY2026 TASK II – DATA COLLECTION, MAINTENANCE, AND ANALYSIS	
	VA – FHWA PL
Kingsport MTPO	
Federal	0
State	0
Local	0
LENOWISCO PDC	
Federal	\$12,800.00
State	\$1,600.00
Local	\$1,600.00
TOTAL	\$16,000.00

Task III – Short Range Planning

Responsible Agencies: Kingsport MTPO, LENOWISCO PDC, TDOT, VDOT, DRPT, Public Transportation Agencies, Local Jurisdictions

Purpose: Develop and maintain short-range transportation plans/programs which address immediate transportation needs of the Metropolitan Planning Area, particularly a fiscally constrained Transportation Improvement Program (TIP).

Previous Work: Develop/maintain the FY2023-2026 TIP; implementation of eTIP/eSTIP platform; incorporation of performance-based planning and programming in the TIP process; publication of the Annual Listing of Obligated Projects; and track balance of local STBG funds.

Activities for FY2026 and FY2027 (*Responsible Agency*):

- Transportation Improvement Program: Maintenance of FY2023-2026 TIP; develop/maintain FY2026-2029 TIP; complete amendments and administrative modifications as necessary while remaining fiscally constrained; use/maintain the new eTIP/eSTIP platform; and consultation with local officials, TDOT, and VDOT to ensure project implementation and delivery as scheduled. *(MTPO, LENOWISCO, TDOT, VDOT, Public Transportation Agencies, Local Jurisdictions)*
- Environmental Impact Assessments: As needed, participate in environmental assessments as they relate to the TIP. *(MTPO)*
- Resiliency/Redundancy: Review planned or on-going transportation projects and identify opportunities to ensure resilience is considered in the project; and enhance system redundancy by including alternate routes and expanding multimodal networks in project designs. *(MTPO, LENOWISCO, TDOT, VDOT, Local Jurisdictions)*
- Annual Listing of Obligated Projects: Develop and publish the annual listing of federally obligated projects for the MPA. *(MTPO, TDOT, VDOT)*

Products/Deliverables (*Schedule*):

- Maintenance of FY2023-2026 TIP. *(Ongoing/As Needed)*
- Development FY2026-2029 TIP. *(Adopt end of 2025/early 2026)*
- Maintenance of FY2026-2029 TIP. *(Ongoing/As Needed)*
- Annual Listing of Obligated Projects. *(Annually by December 30)*

Funding Tables:

TENNESSEE FY2026 & FY2027 TASK III – SHORT RANGE PLANNING	
	TN – CPG
Kingsport MTPO	
Federal	\$96,000.00
State	\$6,000.00
Local	\$18,000.00
TOTAL	\$120,000.00

VIRGINIA FY2026 TASK III – SHORT RANGE PLANNING	
	VA – FHWA PL
Kingsport MTPO	
Federal	\$2,400
State	\$300
Local	\$300
LENOWISCO PDC	
Federal	\$9,600
State	\$1,200
Local	\$1,200
TOTAL	\$15,000

Task IV – Long Range Planning

Responsible Agencies: Kingsport MTPO, LENOWISCO PDC, TDOT, VDOT, DRPT, Public Transportation Agencies, Local Jurisdictions, Other Stakeholders, Consultant

Purpose: To develop and maintain comprehensive long-range transportation plans that will provide for the long-term transportation needs of the Metropolitan Planning Area and consider all modes of transportation in the planning process.

Previous Work: Update of the regional Travel Demand Model; develop, adopt, and maintain the *Kingsport 2045 Long-Range Transportation Plan* (LRTP); develop, adopt, maintain the *Local Road Safety Plan* (LRSP); support/adoption of performance measure targets; and Virginia SMART SCALE project application; US-23 Corridor Project Pipeline study.

Activities for FY2026 and FY2027 (*Responsible Agency*):

- Long-Range Transportation Plan: Maintain the 2045 LRTP including updates, amendments, or administrative modifications as needed; assist TDOT and VDOT with maintaining their Statewide LRTP and any related studies or corridor plans; attend workshops/meetings that may be beneficial for updating the LRTP; utilize the FHWA Screening Tool for Equity Analysis of Projects (STEAP); and develop, adopt, and maintain 2050 LRTP update including procurement process to secure a consultant. (*MTPO, LENOWISCO, TDOT, VDOT, Public Transportation Agencies, Local Jurisdictions, Other Stakeholders, Consultant*)
- Public Participation Plan: Review and monitor the appropriateness and effectiveness of the Public Participation Plan (PPP), consider alternative practices, strategies, and procedures as appropriate; and update the PPP as needed. (*MTPO*)
- Congestion Management Planning/Air Quality: Monitor the air quality of the MPA to assure standards are being met; update/develop plans, models, and documents as necessary if the MPA becomes nonattainment; and continue participation in meetings/training on air quality including the Tennessee Statewide Interagency Consultation (IAC) group. (*MTPO, TDOT*)
- Freight Planning: Continue cooperation with TDOT, VDOT, and DRPT to improve statewide transportation corridors that can efficiently handle the movement of people and goods with an emphasis on freight and rail improvements; and keep informed on freight topics such as weigh-in-motion and truck parking/rest areas. (*MTPO, TDOT, VDOT*)
- Intelligent Transportation Systems (ITS) Architecture: Review current ITS Architecture Plan to determine what updates may be needed to reflect new federal legislation, current best practices, statewide planning priorities, and local initiatives. (*MTPO*)
- Local Road Safety Plan: Monitor and maintain the Local Road Safety Plan (LRSP); engage stakeholders in workshops/meetings to evaluate problem areas and develop potential projects for the LRSP; and evaluate/update the LRSP on a similar schedule of the LRTP. (*MTPO, LENOWISCO, VDOT, TDOT, Other Stakeholders*)
- Complete Streets: Activities that support the prioritization of safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities in the development of all plans and programs; adopt Performance Based Planning and Programming Safety Targets; maintain the Local Road Safety Plan; maintain the Long-Range Transportation Plan; maintaining the Public Participation Plan. (*MTPO, LENOWISCO, TDOT, VDOT, Consultant*)

- Resiliency/Redundancy: Review planned or on-going transportation projects and identify opportunities to ensure resilience is considered in the project; and enhance system redundancy by including alternate routes and expanding multimodal networks in project designs. *(MTPO, LENOWISCO, TDOT, VDOT, Local Jurisdictions)*
- Virginia: Assist VDOT with all planning processes including, but not limited to, Strategically Targeted Affordable Roadway Solutions (STARS), Project Pipeline, VTrans, and SMART SCALE. *(MTPO, LENOWISCO, VDOT, Consultant)*

Products/Deliverables (Schedule):

- Maintain 2045 LRTP with Amendments and Administrative Modifications. *(Ongoing/As Needed)*
- 2050 LRTP Update *(Ongoing – Adopt May 2027)*
- Continuation of a 3C transportation planning process that considers all modes of travel. *(Ongoing)*
- Coordination with local jurisdictions on comprehensive land use and economic development plans. *(Ongoing/As Needed)*
- Coordination with TDOT and VDOT on statewide long-range transportation planning activities and corridor studies. *(Ongoing/As Needed)*
- Implement, maintain, and update the Public Participation Plan. *(Ongoing/As Needed)*
- Monitor, maintain, and update the Local Road Safety Plan. *(Ongoing/As Needed)*
- Monitor air quality of the MPA and participate in IAC group. *(Ongoing/As Needed)*
- Virginia SMART SCALE applications. *(As Needed)*
- Virginia Project Pipeline participation. *(As Needed)*

Funding Tables:

TENNESSEE FY2026 & FY2027 TASK IV – LONG RANGE PLANNING	
	TN – CPG
Kingsport MTPO	
Federal	\$240,000
State	\$15,000
Local	\$45,000
TOTAL	\$300,000

VIRGINIA FY2026 TASK IV – LONG RANGE PLANNING	
	VA – FHWA PL
Kingsport MTPO	
Federal	\$5,760.80
State	\$720.10
Local	\$720.10
LENOWISCO PDC	
Federal	\$6,400
State	\$800
Local	\$800
TOTAL	\$15,201

Task V – Multimodal Planning

Responsible Agencies: Kingsport MTPO, LENOWISCO PDC, TDOT, VDOT, DRPT, Public Transportation Agencies

Purpose: To administer funds, coordinate planning activities, and encourage citizen knowledge and awareness of public transportation, active transportation, and alternate modes of transportation. Complete Streets planning activities.

Previous Work: Distribute information on multimodal grant opportunities to local jurisdictions; assist local jurisdictions in developing grant applications; maintain the *Kingsport MTPO Regional Bicycle and Pedestrian Plan*; support/adoption of Transit Safety Targets; support/adoption of Transit Asset Management (TAM) targets; maintenance of the transit element of the TIP; and ongoing coordination with public transit operators.

Activities for FY2026 and FY2027 (Responsible Agency):

- **Transit:** Promote interagency coordination with local transit agencies and MTPO staff; coordination with rural transit providers on regional transportation issues related to urban area funding and public transportation services within the Metropolitan Planning Area; perform transit analysis including appropriate regional analysis and consideration of transit needs in relation to the entire transportation system; prepare for and participate in the triennial review as needed; assist in development and continuation of the *Coordinated Public Transit Human Services Plan*; as needed, receive transit data collection and analysis, including transit patron surveys, GIS analysis, passenger trip data collected on transit vehicles, and other data as provided by transit providers; continued coordination with local transit providers on the implementation of performance based planning and programming requirements (Transit Safety Plans/Targets and Transit Asset Management Plans/Targets); and support/participate in a regional transit study. (MTPO, LENOWISCO, TDOT, VDOT, Public Transportation Agencies)
- **Bicycle/Pedestrian/Alternative Transportation:** Monitor, maintain, and update as needed the *Kingsport Regional Bicycle and Pedestrian Plan*; collect and review bicycle/pedestrian count data; and continue to evaluate mobility needs of neighborhoods/areas in the Metropolitan Planning Area including sidewalks, trails, and shared use paths. (MTPO, LENOWISCO, TDOT, VDOT)
- **Active Transportation:** Coordinate with TDOT's active transportation initiative to implement a pedestrian and bicycle count program; identify potential count sites on urban sidewalk location as well as greenway/trail locations; continue to promote livable communities by encouraging the development of bicycle and pedestrian plans and implementation of bicycle facilities, sidewalks, shared use paths, and other multimodal transportation improvements by local jurisdictions; notify member jurisdictions of state and federal active transportation-related grant opportunities including, but not limited to, Transportation Alternative Program and Multimodal Access Grants; assist member jurisdictions with preparation/review of applications. (MTPO, LENOWISCO, TDOT, VDOT)
- **Complete Streets:** Additional activities that support the prioritization of safe access for all users including pedestrians, bicyclists, motorists, and transit riders or all ages and abilities. (MTPO, LENOWISCO, TDOT, VDOT)

- Resiliency/Redundancy: Review planned or on-going transportation projects and identify opportunities to ensure resilience is considered in the project; and enhance system redundancy by including alternate routes and expanding multimodal networks in project designs. *(MTPO, LENOWISCO, TDOT, VDOT, Local Jurisdictions)*

Products/Deliverables (Schedule):

- Maintain and update the bike/ped plan. *(Ongoing/As Needed)*
- Continued coordination with public transportation agencies (KATS, NET Trans, MEOC/MET). *(Ongoing)*
- Assist/support public transportation agencies with reports and updates to MTPO plans/programs. *(As Needed)*
- Distribute information and assist local jurisdictions in the grant application process for multimodal grants. *(As Needed)*
- Assist/support public transportation agencies with the implementation of performance-based planning and programming requirements including Transit Safety Plans/Targets and Transit Asset Management Plans/Targets. *(Ongoing)*

Funding Tables:

TENNESSEE FY2026 & FY2027 TASK V – MULTIMODAL PLANNING	
	TN – CPG
Kingsport MTPO	
Federal	\$112,000
State	\$7,000
Local	\$21,000
TOTAL	\$140,000

VIRGINIA FY2026 TASK V – MULTIMODAL PLANNING	
	VA – FHWA PL
Kingsport MTPO	
Federal	\$2,400
State	\$300
Local	\$300
LENOWISCO PDC	
Federal	\$6,400
State	\$800
Local	\$800
TOTAL	\$11,000

**See footnote on page 37

Task VI – Special Studies

Responsible Agencies: Kingsport MTPO, TDOT, Consultant

Purpose: To provide transportation planning assistance for special studies within the Metropolitan Planning Area including but not limited to corridor studies, sub-area studies, and transportation systems management and operations.

Previous Work: Distribute information on grant opportunities to local jurisdictions; assist local jurisdictions in developing grant applications; and participate in Urban Transportation Planning Grant (UTPG) studies for local jurisdictions.

Activities for FY2026 and FY2027 (*Responsible Agency*):

- Study Administration: Participate in, review, and analyze transportation planning studies or projects such as corridor studies, intersection analyses, traffic impact studies, functional classification review, and other reports/studies. *(MTPO, LENOWISCO, TDOT, Local Jurisdictions, Consultant)*
- Transportation Systems Management and Operations: Upon request from local officials, TDOT conducts a variety of studies including, but not limited to, Road Safety Audits that are intended to eliminate or alleviate safety concerns that have been identified by crash data, Transportation Investment Reports, Feasibility Studies, Transportation Planning Reports, Interchange Justification Studies, Interchange Modification Studies, and Technical Studies. *(TDOT)*
- Planning and Environmental Linkages: Work with federal, state, and local agencies to consider environmental, community, and economic goals in the early planning process for transportation projects; and use the information, analysis, and products developed during the planning process to inform the environmental review process. *(MTPO, TDOT)*
- Corridor Study: Special studies along specific corridor(s) to resolve or address potential traffic issues or needs; traffic impact studies; and investigate a range of multimodal solutions to address future travel demands with emphasis on managing congestion, improving safety, maximizing the potential for freight diversion, and preserving the corridor's economic benefits. *(MTPO, TDOT, Consultant)*
- Sub-Area Study: Studies focused on a particular sub-area/community to evaluate trips generated or attracted; evaluate commercial and residential land use; and determine how various forms of traffic (passenger vehicles, trucks, freight, multimodal) enter and exit in an efficient manner. *(MTPO, TDOT, Consultant)*
- Functional Classification Study: Special study to review the current functional classification of roadways and confirm road and highways have the appropriate functional classification based on their intended function, connectivity, and traffic service. *(MTPO, TDOT, Consultant)*
- Sector/Community Planning: Integrate land-use, community, economic development, and public health in the transportation planning process. *(MTPO, TDOT, Consultant)*

Products/Deliverables (*Schedule*):

- Functional Classification Study *(End of 2025/early 2026)*
- Other Special Studies conducted as needed.

Funding Tables:

TENNESSEE FY2026 & FY2027 TASK VI – SPECIAL STUDIES	
	TN – CPG
Kingsport MTPO	
Federal	\$120,000
State	\$7,500
Local	\$22,500
TOTAL	\$150,000

VIRGINIA FY2026 TASK VI – SPECIAL STUDIES	
	VA – FHWA PL
Kingsport MTPO	
Federal	0
State	0
Local	0
LENOWISCO	
Federal	0
State	0
Local	0
TOTAL	0

Funding Source by Task and Agency

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

Funding Source by Task and Agency

TENNESSEE - FY2026 & FY2027	TENNESSEE CPG**			
	Kingsport MTPO			
Tasks	Federal 80%	State 5%	Local 15%	Total
I. Program Administration	\$320,000.00	\$20,000.00	\$60,000.00	\$400,000.00
II. Data Collection, Maintenance, and Analysis	\$64,000.00	\$4,000.00	\$12,000.00	\$80,000.00
III. Short Range Planning	\$96,000.00	\$6,000.00	\$18,000.00	\$120,000.00
IV. Long Range Planning	\$240,000.00	\$15,000.00	\$45,000.00	\$300,000.00
V. Multimodal Planning	\$112,000.00	\$7,000.00	\$21,000.00	\$140,000.00
VI. Special Studies	\$120,000.00	\$7,500.00	\$22,500.00	\$150,000.00
Total	\$952,000.00	\$59,500.00	\$178,500.00	\$1,190,000.00

VIRGINIA - FY2026	VIRGINIA PL**						
	Kingsport MTPO			LENOWISCO PDC*			
Tasks	Federal 80%	State 10%	Local 10%	Federal 80%	State 10%	Local 10%	Total
I. Program Administration	\$12,000.00	\$1,500.00	\$1,500.00	\$17,304.00	\$2,163.00	\$2,163.00	\$36,630.00
II. Data Collection, Maintenance, and Analysis	\$0.00	\$0.00	\$0.00	\$12,800.00	\$1,600.00	\$1,600.00	\$16,000.00
III. Short Range Planning	\$2,400.00	\$300.00	\$300.00	\$9,600.00	\$1,200.00	\$1,200.00	\$15,000.00
IV. Long Range Planning	\$5,760.80	\$720.10	\$720.10	\$6,400.00	\$800.00	\$800.00	\$15,201.00
V. Multimodal Planning	\$2,400.00	\$300.00	\$300.00	\$6,400.00	\$800.00	\$800.00	\$11,000.00
VI. Special Studies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$22,560.80	\$2,820.10	\$2,820.10	\$52,504.00	\$6,563.00	\$6,563.00	\$93,831.00

* LENOWISCO funds are contracted directly from VDOT, not passed through the MTPO.

**The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The MTPO's tasks that incorporate these planning activities include work associated with Performance Based Planning and Programming Safety Targets, maintaining the Regional Bicycle and Pedestrian Plan, attending training and conferences associated with complete streets, maintaining a Local Road Safety Plan, maintaining a multimodal Long Range Transportation Plan, maintaining a Public Participation Plan, and all activities in Task V: Multimodal Planning. The 2.5% funding set aside is accommodated in the funding amount shown in this table.