



**TRANSPORTATION  
IMPROVEMENT PROGRAM  
FISCAL YEARS 2026-2029**

Adopted 11/13/25

This Fiscal Year 2026 – 2029 Transportation Improvement Program was developed by the Kingsport Metropolitan Transportation Planning Organization (MTPO) in cooperation with:

U.S. Department of Transportation

Federal Highway Administration

Federal Transit Administration

Tennessee Department of Transportation

Virginia Department of Transportation

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

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

or

[www.kptmtpo.com](http://www.kptmtpo.com)

E-mail: [MTPO@KingsportTN.gov](mailto: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.*

## Table of Contents

Resolution and Self-Certification .....	5
Abbreviations .....	7
1. Introduction .....	9
1.1 About the Kingsport MTPO .....	9
1.2 Metropolitan Planning Area.....	9
1.3 Organizational Structure .....	10
2. Transportation Improvement Program Development.....	11
2.1 Purpose of the Document.....	11
2.2 Planning Horizon .....	11
2.3 Project Priorities and Criteria.....	12
2.4 Project Selection .....	14
2.5 Project Phases.....	16
2.6 Project Groupings .....	17
2.7 Advance Construction.....	19
3. Public Participation, Coordination, and Consultation.....	20
3.1 Public Participation .....	20
3.2 Consultation with Other Agencies .....	21
3.3 Title VI and ADA .....	21
3.4 Annual Listing of Obligated Projects .....	22
4. TIP Amendments and Administrative Modifications .....	22
5. Performance-Based Planning and Programming.....	24
5.1 Safety Performance Measures (PM1).....	26
5.2 Pavement and Bridge Condition Performance Measures (PM2).....	26
5.3 System Performance Measures (PM3) .....	27
5.4 Transit Asset Management (TAM) and Transit Safety .....	28
5.5 Linking PBPP to the LRTP and TIP.....	32
6. Financial Plan .....	33
6.1 Fiscal Constraint.....	33
6.2 Federal Funding .....	34
6.3 Federal Apportionment .....	36
6.4 State Funding .....	37
6.5 Local Funding .....	37

6.6 Operations and Maintenance Funding .....	37
7. Status of Projects in FY 2023-2026 TIP .....	39
8. Project Pages.....	41

## Resolution and Self-Certification

**RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION (MTPO) TO ADOPT THE KINGSPORT AREA  
FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**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 continuous transportation planning process; and

**WHEREAS**, the Kingsport MTPO prepared the Fiscal Year 2026-2029 TIP, a cooperatively developed program of transportation projects selected to be advanced during the program's four-year period, in accordance with planning requirements in federal laws and regulations; and

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

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

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

The FY2026-2029 Transportation Improvement Program has been developed in accordance with all applicable requirements and this resolution is adopted as an endorsement of the FY2026-2029 TIP.

**RESOLUTION APPROVED:**

Date: 11/13/25



\_\_\_\_\_  
Morris Baker, Chairman  
Kingsport MTPO Executive Board



\_\_\_\_\_  
Lesley Christian  
Kingsport MTPO Coordinator

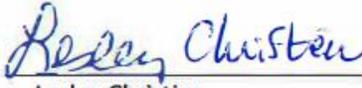
## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

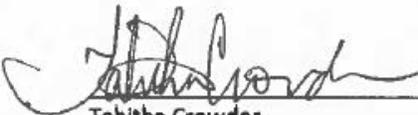
- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. 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

11/13/25  
Date

  
\_\_\_\_\_  
Lesley Christian  
Kingsport MTPO Coordinator

11/13/25  
Date

  
\_\_\_\_\_  
Tabitha Crowder  
VDOT, Bristol District Engineer

11/14/25  
Date

  
\_\_\_\_\_  
Matt Meservy  
TDOT, Planning Division Director

11-13-25  
Date

## Abbreviations

3C	Continuous, Cooperative, Comprehensive Transportation Planning Process
AC	Advance Construction
ACQ	Acquisition
ADA	Americans with Disabilities Act
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
CAP	Capital
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CONST	Construction
CPR	Capital Project Revenue
CRP	Carbon Reduction Program
DOT	Department of Transportation
DRPT	Department of Rail and Public Transportation
EPA	Environmental Protection Agency
ER	Emergency Relief Program
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
FY	Fiscal Year
FHWA	Federal Highway Administration
FHWA-TN	Federal Highway Administration – Tennessee Division
FTA	Federal Transit Administration
GARVEES	Grant Anticipation Revenue Vehicles
HSIP	Highway Safety Improvement Program
IJJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
KATS	Kingsport Area Transit Service
LOS	Level of Service
L RTP	Long Range Transportation Plan
LTS	Level of Traffic Stress
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MAINT	Maintenance
MEOC	Mountain Empire Older Citizens
MET	Mountain Empire Transit
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTPO	Metropolitan Transportation Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act

NET Trans	Northeast Tennessee Regional Public Transit
NEVI	National Electric Vehicle Infrastructure Formula Program
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NOx	Nitrogen Oxides
NTD	National Transit Database
OP	Operations
PBPP	Performance Based Planning and Programming
PE-D	Preliminary Engineering – Design
PE-N	Preliminary Engineering – NEPA
PHSIP	Penalty Highway Safety Improvement Program
PM	Performance Measures
PM1	Performance Measures 1 – Safety
PM2	Performance Measures 2 – Infrastructure Condition
PM2.5	Small Particulate Matter
PM3	Performance Measures 3 – System Performance
PPP	Public Participation Plan
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Program
PTASP	Public Transportation Agency Safety Plan
RCP	Reconnecting Communities Pilot Program
ROW	Right-of-Way
RSP	Revenue Sharing Program
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TCC	Technical Coordinating Committee
TDOT	Tennessee Department of Transportation
TEVI	Tennessee Electric Vehicle Infrastructure Deployment Plan
TIP	Transportation Improvement Program
TR	Training
ULB	Useful Life Benchmark
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
UPWP	Unified Planning Work Program
USC	United States Code
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
YOE	Year of Expenditure

# 1. Introduction

## 1.1 About the Kingsport MTPO

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

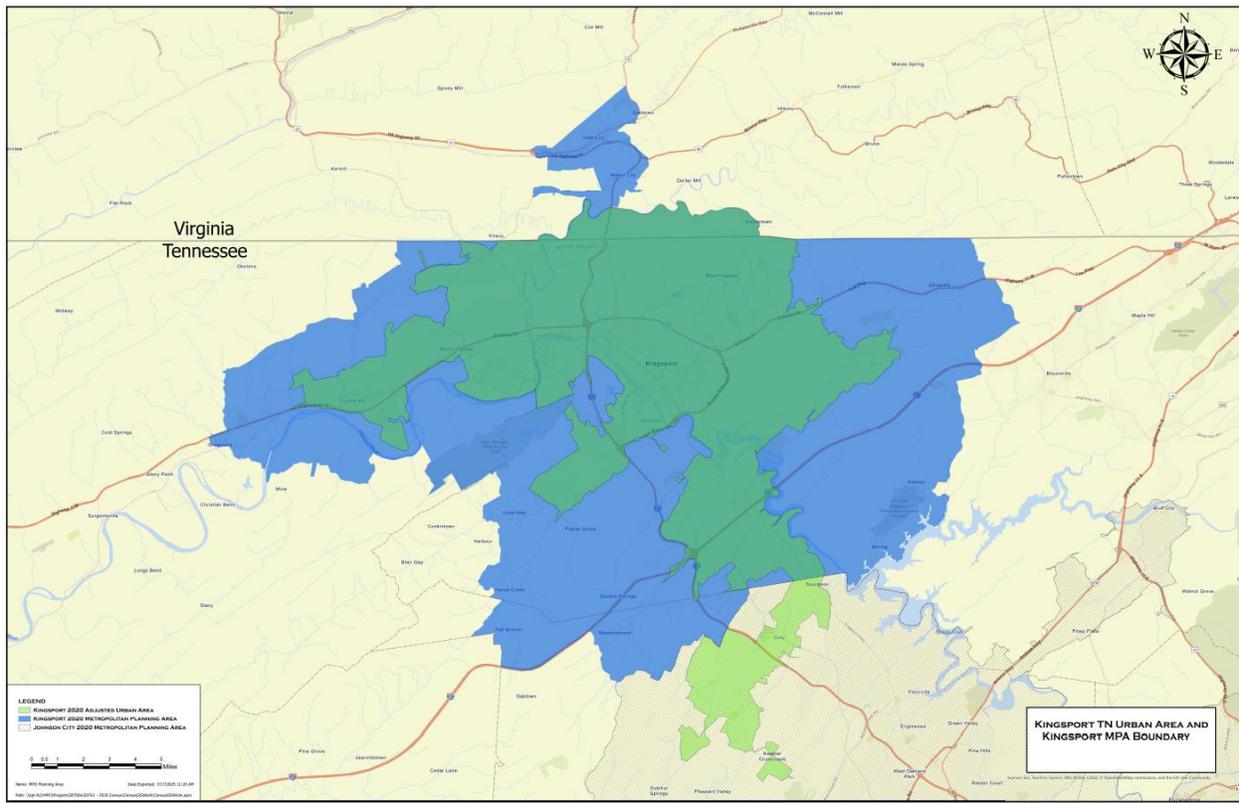
The Kingsport metropolitan area became eligible for MPO/MTPO status when it reached the minimum requirement of 50,000 in population with the 1970 census. The Kingsport MTPO was established in 1977 through the efforts of the Tennessee Department of Transportation (TDOT), the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Kingsport MTPO is a bi-state MPO meaning the Kingsport 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). A MPA is the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. At a minimum, the MPA must encompass the Census 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 Planning Area

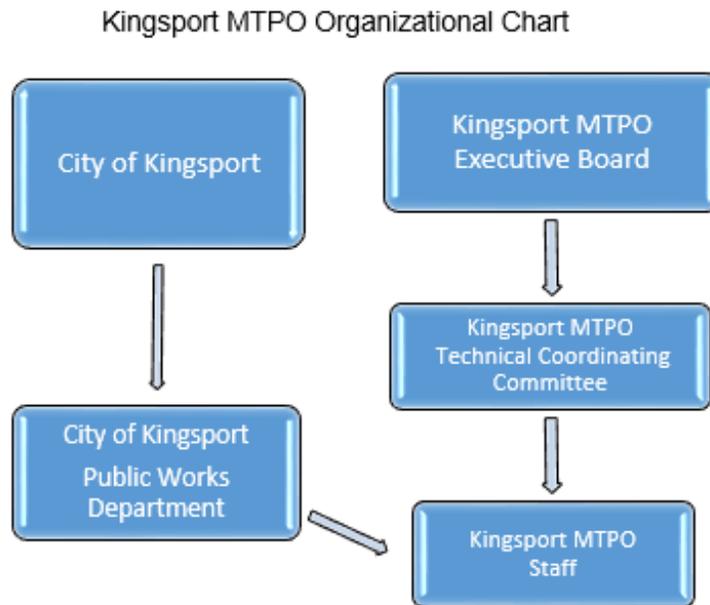


(The green area is the adjusted Urban Area. The blue area is the updated Metropolitan Planning Area that is still awaiting approval by the Governor of VA. Approval from the Governor of TN has been received.)

### 1.3 Organizational Structure

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

Figure 2 – Kingsport MTPO Organizational Chart



## 2. Transportation Improvement Program Development

### 2.1 Purpose of the Document

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

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

### 2.2 Planning Horizon

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

from the LRTP and recommended for immediate implementation in the TIP (next 1 to 4 years). The 2045 LRTP was adopted by the Kingsport MTPO Executive Board on May 12, 2022. At a minimum, the TIP is required to cover at least a four (4) year horizon. This TIP covers the federal fiscal years (FFYs) period of October 1, 2025 through September 30, 2029. The previous TIP covered the FFYs period of October 1, 2022 to September 30, 2026 and was adopted by the Kingsport MTPO Executive Board on November 3, 2022. The next TIP will cover the FFYs period of October 1, 2028 through September 30, 2032, the development cycle will begin in early 2028.

### 2.3 Project Priorities and Criteria

The development of the FY2026-2029 TIP was shaped largely by the goals of the LRTP, federal transportation legislation, ten (10) planning factors, seven (7) national goals, performance measures and targets, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region.

As part of Kingsport's 2045 LRTP, three (3) goals were established to guide the development of future transportation solutions for the region over the next 20 years.

#### **2045 Long Range Transportation Plan Regional Goals:**

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

- 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.

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

- 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 delay, 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.

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

- a) Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives.
- b) Support equitable 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 health 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.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) into law. The IIJA/BIL superseded the Fixing America's Surface Transportation (FAST) Act and represents the current federal legislation funding source for transportation programs. The IIJA/BIL is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides funding over fiscal years 2022 through 2026 for infrastructure including roads, bridges, and mass transit.

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

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

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

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

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

To create a stronger link between the stated goals and objectives of the 2045 LRTP and transportation improvements ultimately selected for funding by the MTPO, the MTPO Executive Board established evaluation criteria to guide the review and development of projects ultimately selected for inclusion into the 2045 LRTP. Each transportation recommendation considered for inclusion in the 2045 LRTP was evaluated by comparing the project’s need with the criteria listed below.

<b>2045 LONG RANGE TRANSPORTATION PLAN PROJECT EVALUATION CRITERIA</b>		
<b>Priority</b>	<b>Measure</b>	<b>Points</b>
Safety	Number of vehicle crashes, number of bike/ped crashes, fatal and serious injury vehicle crashes.	25
Operational Efficiency	Existing level of service (LOS), future LOS, traffic operations, system redundancy, and traffic volume.	20
Accessibility	Population growth, employment growth served and improved system connectivity.	10
Active Transportation	Non-motorized demand, targeted populations served (age 65+, low income, disabled, etc.), and level of traffic stress (LTS) for pedestrians and bicyclists.	15
Environmental	Number of challenging areas the project touches (floodplains, historical areas, steep slopes, parks). Capacity improving projects without widening or adding a new facility.	10
Economic	Percent of trucks in existing network, project within half mile of identified economic development nodes, job access, and improved access to tourist destinations.	20

## 2.4 Project Selection

The Kingsport MTPO did not issue a Call for Projects during the development of the FY26-29 TIP due to lack of funding. Anticipated funds will be used by existing projects that are rolling forward to the FY26-29 TIP from the current FY23-26 TIP. Member jurisdictions are able to submit projects for consideration during the lifecycle of the TIP. The MTPO, in cooperation with the state and public transportation operators, has the authority to select projects for inclusion in the TIP.

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

<b>TIP PROJECT EVALUATION CRITERIA</b>		
<b>Priority</b>	<b>Measure</b>	<b>Points</b>
System Maintenance	Project maintains or improves an existing roadway, highway, or transit operation.	10
System Efficiency	Project improves the efficiency of the regional transportation system.	10
Environmental Quality	<ul style="list-style-type: none"> <li>• Project decreases pollution (air, water, noise, etc.).</li> <li>• Project improves the quality of life for the user and/or community.</li> </ul>	10
Mobility Options	<ul style="list-style-type: none"> <li>• Project contains transit enhancements, bike accommodations, or pedestrian accommodations.</li> <li>• Project improves or enhances the movement of freight.</li> <li>• Adverse or positive effects the project may have on the transportation of the disadvantaged, including minorities, elderly, and disabled residents. (-10 to +5 points for this item)</li> </ul>	25
Regional Approach	Project supports regional planning, future land uses, and economic development initiatives.	15
Safety	<ul style="list-style-type: none"> <li>• Project improves safety for all users.</li> <li>• Site of project is considered a high incident location.</li> </ul>	15
Security	Project addresses or improves the security of the transportation system and its users.	10
Financial Investments	Local match for this project is currently available.	5
<b>ADDITIONAL PROJECT REQUIREMENTS</b>		
Performance Measures	The TIP must link investment priorities to the Long Range Transportation Plan and adopted Performance Measures (PMs). Project sponsor must indicate the Performance Measures for which the project will provide a benefit and provide additional information about the project’s impact on the selected PMs.	
ADA Transition Plan	Every city and county with fifty (50) employees or more must have an ADA Transition Plan and Self-Evaluation in order to receive Federal Transportation Funds. FHWA required all Transition Plans be completed by the end of 2019. Project sponsors are required to document their Transition Plan status with any application for funding.	

The projects eligible for inclusion in the TIP range from new construction and capital improvements for highways, transit, bicycle and pedestrian facilities, intercity transportation, to operational and safety improvements. Consideration is also given to the Tri-Cities Region Coordinated Public Transit – Human Services Transportation Plan, Americans with Disabilities Act (ADA) Transition Plans, the Kingsport MTPO Unified Planning Work Program (UPWP), Strategic Highway Safety Plans (SHSP) for Tennessee and Virginia, TDOT’s 10-Year Project Plan and 3-Year Comprehensive Multimodal Program of Projects, as well

as other corridor studies, subarea plans, and modal plans, such as the Kingsport MTPO Regional Bicycle and Pedestrian Plan.

*Virginia Smart Scale (House Bill 2)* was adopted in 2014 and requires the development of a prioritization and scoring process for project funding. The prioritization process evaluates projects as they relate to congestion, mitigation, economic development, accessibility, safety, environmental quality, and land use coordination. Although Smart Scale provides a quantifiable process for making project funding decisions, projects still require inclusion in the MTPO planning process and long range transportation plan for Smart Scale eligibility and subsequently inclusion in the TIP for implementation.

## 2.5 Project Phases

Inclusion in the TIP is just one part of a project’s journey through the planning and approval process. Projects in the TIP must first appear in the 2045 LRTP, which was adopted on May 12, 2022. One project can have many phases including preliminary engineering, environmental, design, right-of-way acquisition, and construction. It can take many years for one project to complete all phases and be ready for construction so all phases of a project may not be included in this TIP. In order to add a project phase to the TIP, funding must be identified and expected to be readily available to ensure the TIP remains fiscally constrained. The following table lists the types of project phases found in the TIP.

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

## 2.6 Project Groupings

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

Project groupings are structured by function and system. In this TIP, TDOT project groupings include the Surface Transportation System Preservation and Operation Urban Grouping utilizing Surface Transportation Block Grant Program (STBG) funds, the Safety Urban Grouping utilizing Highway Safety Improvement Program (HSIP) funds, and the National Highway System Preservation and Operation Urban Grouping utilizing National Highway Performance Program (NHPP) funds. VDOT program activities for state-wide and district-wide funding categories include Rail, Bridge Replacement and Repair, Safety/ITS/Operational Improvements, Transportation Alternatives, as well as maintenance categories and public transportation activities.

<b>URBAN GROUPINGS</b>	
<b>Grouping Name</b>	<b>Description</b>
Air Quality Improvement	Funding from this grouping is used to reduce transportation emissions and improve air quality. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.
Electric Vehicle Infrastructure	Funding from this grouping is used to deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Such projects include acquisition, installation, or operation of publicly accessible EV charging infrastructure; acquisition or installation of traffic control devices to support access to EV charging infrastructure; analysis activities to evaluate demand for EV charging infrastructure; and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.

<p>National Highway System and Preservation and Operation</p>	<p>Funding from this grouping is used to support the good condition and performance of the National Highway System (NHS), construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters. Such projects include preservation and maintenance, operational improvements, bridge and tunnel projects, bicycle transportation and pedestrian infrastructure, highway and transit safety infrastructure improvements, infrastructure-based intelligent transportation systems capital and cybersecurity improvements, environmental mitigation efforts, and other activities necessary to the preservation and operation of the NHS. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 119, all projects will be located on the NHS.</p>
<p>Resiliency</p>	<p>Funding from this grouping is used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Such projects include resiliency planning activities, resilience improvements to improve the ability of an existing surface transportation asset to withstand elements of a weather event or natural disaster, community resilience and evacuation route activities, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.</p>
<p>Safety</p>	<p>Funding from this grouping is used to achieve the State’s strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railway-highway grade crossings upgrades, and other activities that accomplish</p>

	<p>these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.</p>
<p>Surface Transportation System Preservation and Operation</p>	<p>Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of Tennessee’s Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as urban minor collectors or higher.</p>
<p>Transportation Alternatives</p>	<p>Funding from this grouping is used for smaller-scale multimodal transportation projects to achieve safe, connected, and equitable on-and off-road networks. Such projects include pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and other activities that accomplish these objectives (Title 23 U.S.C. Section 133(h)(3); Title 23 U.S.C. 206). Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.</p>

**2.7 Advance Construction**

As allowed under 23 USC 115, Advance Construction (AC) is a technique which allows initiation of a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future

federal funds are committed to the project. After an AC project is authorized, the project may be converted to regular federal-aid funding provided federal funds are made available for the project.

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

### 3. Public Participation, Coordination, and Consultation

#### 3.1 Public Participation

Public involvement is a critical element in the development of plans and programs by the MTPO. The TIP is an important document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years. The Kingsport MTPO Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP and other documents. The full PPP is available on the MTPO website at <https://www.kingsporttn.gov/city-services/kmtpo/plans-and-documents/ppp/>. Throughout the development of the LRTP and the TIP, the public and interested stakeholders are given opportunities to review the draft documents and provide feedback. Since all projects included in the TIP must be in the LRTP or consistent with the LRTP, the public has already been made aware of planned projects. Following the process outlined in the PPP, before final adoption, the draft TIP is available for public review and comment for a minimum of ten (10) calendar days from the date of the public notice. All meetings, public hearings, and comment periods for the TIP are published on the MTPO website. In addition, the MTPO may post notices on social media, in other publications, and send news releases and media alerts as needed. Public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirements for the Federal Transit Administration Urban Area Formula Program.

The public review and comment period for the draft FY26-29 TIP was held November 3, 2025 through November 12, 2025. This public review period was announced on November 3, 2025 on the MTPO website and via email to stakeholders, partners, and interested parties. No comments were received during the public comment period. In the event the Executive Board determines there are significant unresolved comments, it may defer adoption of the program until a subsequent meeting. If the TIP document changes significantly, the Executive Board may request an additional review period to allow the public the opportunity to comment on the revisions.

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

### 3.2 Consultation with Other Agencies

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

### 3.3 Title VI and ADA

Title VI and the Americans with Disabilities Act (ADA) are priorities in all processes and projects of the Kingsport MTPO. Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” The MTPO and the local transit systems maintain Title VI reporting requirements for appropriate federal and state agencies to assess current and proposed projects in relation to the requirements of Title VI.

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

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

<b>ADA TRANSITION PLAN COMPLIANCE STATUS</b>				
	City of Kingsport	Hawkins County	Sullivan County	Washington County
Has the agency identified an ADA Coordinator?	Yes	Yes	Yes	Yes
Has the agency developed and published an ADA Grievance procedure?	Yes	Yes	Yes	Yes
Has the agency completed a self-evaluation in accordance with the ADA and the Rehabilitation Act?	Yes	Yes	Yes	Yes
What is the status of the agency's ADA Transition Plan?	Complete	Complete	Complete	Complete

All projects using federal highway trust funds for the Kingsport MTPO must comply with Title VI and the ADA.

### 3.4 Annual Listing of Obligated Projects

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

## 4. TIP Amendments and Administrative Modifications

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

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

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

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

**TDOT TIP Amendment Examples:**

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

**TDOT TIP Administrative Modification Examples:**

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

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

## VDOT Amendment or Administrative Modification Scale

VDOT AMENDMENT OR ADMINISTRATIVE MODIFICATION SCALE	
TIP/STIP Estimate Amount	Limit Requiring Amendment
Up to \$2 million	100%
>\$2 million to \$10 million	50%
>\$10 million to \$20 million	25%
>\$20 million to \$35 million	15%
>\$35 million	10%*

\*Not to exceed \$10 million

### VDOT TIP Amendment Examples:

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

### VDOT TIP Administrative Modification Examples:

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

## 5. Performance-Based Planning and Programming

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

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

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

These measures are outlined in 49 USC 625 and 23 CFR 490. The Kingsport MTPO has partnered with TDOT, VDOT, and the local transit providers by signing a Memorandum of Understanding (MOU) to establish a cooperative process to develop, share, and report information related to performance measures and performance targets that will show progress toward national goals, which are explained in more detail below.

<b>FEDERAL HIGHWAY PERFORMANCE MEASURES (23 CFR 490)</b>			
<b>Rulemaking</b>	<b>National Goal</b>	<b>Performance Area</b>	<b>Performance Measures</b>
PM1	Safety	Injuries and Fatalities	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Fatality Rate (per 100 million vehicle-miles traveled)</li> <li>• Number of serious injuries</li> <li>• Serious injury rate (per 100 million vehicle-miles traveled)</li> <li>• Number of non-motorized fatalities and serious injuries</li> </ul>
PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> <li>• % of pavement on the Interstate System in good condition</li> <li>• % of pavement on the Interstate System in poor condition</li> <li>• % of pavement on the non-Interstate NHS in good condition</li> <li>• % of pavement on the non-Interstate NHS in poor condition</li> </ul>
		Bridge Condition	<ul style="list-style-type: none"> <li>• % of NHS bridges classified as in good condition</li> <li>• % of NHS bridges classified as in poor condition</li> </ul>
PM3	System Reliability	System Performance: Performance of the National Highway System (NHS)	<ul style="list-style-type: none"> <li>• % of person-miles traveled on the Interstate System that are reliable</li> <li>• % of person-miles traveled on the non-Interstate NHS that are reliable</li> </ul>
	Freight Movement and Economic Vitality	System Performance: Freight Movement of the Interstate System	Truck Travel Time Reliability index
	Congestion Reduction	System Performance: Traffic Congestion	<ul style="list-style-type: none"> <li>• Annual hours of peak hour excessive delay per capita</li> <li>• % of non-single occupant vehicle travel</li> </ul>
	Environmental Sustainability	System Performance:	Total emissions reduction

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

### 5.1 Safety Performance Measures (PM1)

The FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM1) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. TDOT and VDOT established statewide safety performance targets and the MTPO adopted the initial targets, for both Tennessee and Virginia, at the February 8, 2018 Executive Board meeting. These targets are updated and adopted annually. The MTPO most recently adopted the updated targets, for both Tennessee and Virginia, at the November 13, 2025 Executive Board meeting.

<b>TENNESSEE/TDOT SAFETY (PM1) TARGETS</b>	
<b>Performance Measures</b>	<b>2026 Target</b>
Number of Fatalities	1253.9
Fatality Rate	1.554
Number of Serious Injuries	5924.8
Serious Injury Rate	7.349
Number of Non-motorized Fatalities and Serious Injuries	656.1

<b>VIRGINIA/VDOT SAFETY (PM1) TARGETS</b>		
<b>Performance Measures</b>	<b>Virginia Statewide Annual Goal Percentage Change*</b>	<b>MTPO Area Target</b>
		<b>2026</b>
Number of Fatalities	-1.31%	1
Fatality Rate	NA	1.102
Number of Serious Injuries	-1.31%	9
Serious Injury Rate	NA	8.934
Number of Non-motorized Fatalities and Serious Injuries	-0.96%	0
Vehicle Miles Traveled (VMT) % Increase	+2.51%	NA

\*A positive value represents an increase and a negative value represents a reduction in five-year averages each year from 2024 to 2026.

### 5.2 Pavement and Bridge Condition Performance Measures (PM2)

The FHWA published the Pavement and Bridge Condition Measures (PM2) Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. TDOT and VDOT first established statewide pavement and bridge condition targets by the May 20, 2018 deadline. The MTPO adopted the initial 4-year targets, for both Tennessee and Virginia, at the November 1, 2018 Executive Board meeting. These targets are updated every four years with an opportunity for states to adjust these targets midway through the performance cycle. In 2022, states set updated 4-year targets. The MTPO adopted these updated targets, for both Tennessee and Virginia, on May 11, 2023. In 2024, states were allowed to adjust their 4-year targets. Neither Tennessee nor Virginia adjusted their PM2 4-year targets. The MTPO Executive Board affirmed continued support of Tennessee and Virginia’s PM2 targets at the February 13, 2025 Executive Board meeting.

### TENNESSEE/TDOT PAVEMENT AND BRIDGE CONDITION (PM2) TARGETS

Performance Measures	Baseline	4-Year Target	Adjusted 4-Year Target
Percentage of pavement on the Interstate System in good condition	70.8%	58.0%	NA
Percentage of pavement on the Interstate System in poor condition	0.2%	1.0%	NA
Percentage of pavement on the non-Interstate NHS in good condition	40.3%	36.0%	NA
Percentage of pavement on the non-Interstate NHS in poor condition	4.1%	6.0%	NA
Percentage of NHS bridges classified as in good condition	32.5%	32.0%	NA
Percentage of NHS bridges classified as in poor condition	5.0%	6.0%	NA

### VIRGINIA/VDOT PAVEMENT AND BRIDGE CONDITION (PM2) TARGETS

Performance Measures	4-Year Target	Adjusted 4-Year Target
Percentage of pavement on the Interstate System in good condition	45.0%	NA
Percentage of pavement on the Interstate System in poor condition	3.0%	NA
Percentage of pavement on the non-Interstate NHS in good condition	25.0%	NA
Percentage of pavement on the non-Interstate NHS in poor condition	5.0%	NA
Percentage of NHS bridges classified as in good condition	25.1%	NA
Percentage of NHS bridges classified as in poor condition	3.6%	NA

### 5.3 System Performance Measures (PM3)

The FHWA published the System Performance Measures (PM3) Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. TDOT and VDOT first established System Performance targets by the May 20, 2018 deadline. The MTPO adopted the initial 4-year targets, for both Tennessee and Virginia, at the November 1, 2018 Executive Board meeting. These targets are updated every four years with an opportunity for states to adjust these targets midway through the performance cycle. In 2022, states set updated 4-year targets. The MTPO adopted these updated targets, for both Tennessee and Virginia, on May 11, 2023. In 2024, states were allowed to adjust their 4-year targets. Tennessee adjusted their PM3 4-year targets; Virginia did not adjust their PM3 4-year targets. The MTPO Executive Board supported Tennessee and Virginia's PM3 targets (both unchanged and adjusted) at the February 13, 2025 Executive Board meeting.

### TENNESSEE/TDOT SYSTEM PERFORMANCE (PM3) TARGETS

Performance Measures	Baseline	4-Year Target	Adjusted 4-Year Target
Interstate Reliability (percent of person-miles traveled on the Interstate System that are reliable)	92.1%	88.2%	87.0%
Non-Interstate NHS Reliability (percent of person-miles traveled on the non-Interstate NHS that are reliable)	93.4%	89.4%	87.0%
Freight Reliability (Truck Travel Time Reliability Index)	1.32	1.35	1.55

<b>VIRGINIA/VDOT SYSTEM PERFORMANCE (PM3) TARGETS</b>		
<b>Performance Measures</b>	<b>4-Year Target</b>	<b>Adjusted 4-Year Target</b>
Interstate Reliability (percent of person-miles traveled on the Interstate System that are reliable)	85.0%	NA
Non-Interstate NHS Reliability (percent of person-miles traveled on the non-Interstate NHS that are reliable)	88.0%	NA
Freight Reliability (Truck Travel Time Reliability Index)	1.64	NA

#### 5.4 Transit Asset Management (TAM) and Transit Safety

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

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

In Tennessee, TDOT has opted to sponsor a group TAM Plan for Tier II rural agencies. NET Trans has decided to adopt the TDOT plan and targets. Kingsport Area Transit Service (KATS) has developed their own plan and targets. In Virginia, the Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Mountain Empire Older Citizens (MEOC)/Mountain Empire Transit (MET) has decided to adopt the DRPT plan and targets. All local transit agencies have adopted TAM targets and submitted TAM Plans to the MTPO. The MTPO initially adopted TAM Performance Targets at the September 20, 2018 Executive Board meeting. Updated TAM Performance Targets were adopted at the February 9, 2023 Executive Board meeting.

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

## NET Trans TAM Targets

### Tennessee Department of Transportation

#### FTHRA/NET Trans TAM Targets

##### Rolling Stock

TDOT utilizes the FTA default ULB for revenue vehicle targets. FTA/NTD State of Good Repair targets are based only on vehicles that have met or exceeded the useful life benchmark for their vehicle type. The State of Good Repair targets used for the TAM Plan are for vehicles with an overall average TDOT TAM Score of "3" or less. Both sets of targets represent that **no more than the listed percentages will meet these criteria**

Vehicle Type	Useful Life Benchmark	FTA/NTD Targets	TDOT TAM Score Target
Automobile (AO)	8	50 %	50 %
Bus (BU)	14	15 %	15 %
Cutaway Bus (CU)	10	10 %	20 %
Minivan (MV)	8	30 %	35 %
Other Rubber Tire (OR)	14	0 %	0 %
Van (VN)	8	25 %	35 %

##### Equipment (Non-Revenue Service Vehicles)

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

Vehicle Type	Useful Life Benchmark	FTA/NTD Targets	TDOT TAM Score Target
Automobile	8	25 %	25 %
Trucks/Other Rubber Tire	14	30 %	25 %

##### Facilities

TDOT utilizes the FTA TERM scale for facility conditioning targets.

Facility Type	FTA TERM RATING	FTA/NTD Targets	TDOT TAM Score Target
Administrative/Maintenance	3	25%	25%
Passenger/Parking	3	25%	25%

---

## KATS TAM Targets

### Kingsport Area Transit Service Transit Asset Management Targets October 1, 2022

Vehicles						
	#	# veh. > ULB	Current % Exceeded ULB		2022 Target %	2023 Target %
Fixed Route	11	5	45.5		45.5	45.5
Demand Response	9	0	0		0	0
Staff Vehicles	2	8	100		100	100

Staff vehicles are used for staff travel purposes. These vehicles are only past ULB by number and are not considered past ULB due to infrequent usage and very good condition of the vehicles.

Targets With Rating > 3						
Transit Station (both)					100	100
Storage Facility					100	100
Trolley Barn					100	100

1) KATS Transit Station-900 East Main			2022 Target	2023 Target	2) Storage Facility		2022 Target	2023 Target
	Current Rating	Rating	Rating	Rating		Rating	Rating	Rating
Substructure	5	5	5	5	Substructure	3	3	3
Shell	5	5	5	5	Shell	3	3	3
Interiors	5	5	5	5	Interiors	3	3	3
Elevators	n/a	n/a	5	5	Elevators	n/a	n/a	n/a
Plumbing	5	5	5	5	Plumbing	n/a	n/a	n/a
HVAC	5	5	5	5	HVAC	n/a	n/a	n/a
Fire Protection	5	5	5	5	Fire Protection	n/a	n/a	n/a
Electrical	5	5	5	5	Electrical	4	4	4
Site	5	5	5	5	Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a	n/a	Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a	n/a	Fare Collection	n/a	n/a	n/a
3) Maintenance Facilities (Trolley Barn)			2021 Target	2022 Target	4) Training Facility-		2021 Target	***2022 Target
	Current Rating	Rating	Rating	Rating	Current Rating	Rating	Rating	Rating
Substructure	3	3	3	3	Substructure	3	3	3
Shell	3	3	3	3	Shell	3	3	3
Interiors	4	4	4	4	Interiors	4	4	4
Elevators	n/a	n/a	n/a	n/a	Elevators	n/a	n/a	n/a
Plumbing	3.5	3.5	3.5	3.5	Plumbing	3	3	3
HVAC	3	3	3	3	HVAC	3	3	3
Fire Protection	n/a	n/a	n/a	n/a	Fire Protection	4	4	4
Electrical	4	4	4	4	Electrical	4	4	4
Site	3.5	3.5	3.5	3.5	Site	4	4	4
Equipment	n/a	n/a	n/a	n/a	Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a	n/a	Fare Collection	n/a	n/a	n/a

KATS does not own any equipment valued \$50,000 or more; therefore, there are no targets for this category.

Date 10/1/2022

5 Excellent	No visible defects, new or near new condition-still under warranty
4 Good	Good, but no longer new, may have slight defects or deteriorations, but is overall functional
3 Adequate	Moderately defective or deteriorated, but has not exceed useful life
2 Marginal	Defective or deteriorated, in need of replacement, exceeded useful life
1 Poor	Critical damaged or in need of immediate repair, well past useful life

## MEOC/MET TAM Targets

Virginia Department of Rail and Public Transportation  
Mountain Empire Older Citizens (MEOC)/Mountain Empire Transit (MET)  
TAM Targets



Table 12: Revenue Vehicle Performance Targets

Asset Class	ULB	Target
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%

Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Table 13: Service Vehicle and Equipment Targets

Asset Class	ULB	Target
AO – Automobiles (non-revenue)	8	30%
TX – Trucks and other rubber tire vehicles	14	30%

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Table 14: Facilities Performance Targets

Asset Class	TERM	Target
Administration Facilities	<3	10%
Maintenance Facilities	<3	10%
Passenger Facilities	<3	15%
Parking Facilities	<3	10%

Percent of facilities with a condition rating below 3.0 on the FTA TERM Scale

In July 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems, such as KATS and NET Trans that receive federal funds under the FTA's Urbanized Area Formula Grants (FTA 5307) to develop safety plans that include processes and procedures to implement Safety Management Systems (SMS). As part of the PTASP requirements, transit agencies set safety performance targets based on the following safety performance measures:

- Fatalities – Total number of reportable fatalities and rate per total vehicle revenue miles.
- Injuries – Total number of reportable injuries and rate per total vehicle revenue miles.

- Safety Events – Total number of reportable events and rate per total vehicle revenue miles.
- System Reliability – Mean distance between major mechanical failures. The National Transit Database (NTD) defines a major mechanical system failure as a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip because vehicle movement is limited due to safety concerns.

The plan must include safety performance targets and transit operators must also certify they have a safety plan in place meeting the requirements of the rule. The plan must be updated and certified by the transit agency annually. KATS and NET Trans have adopted PTASP plans and safety targets for 2021. As required, the Kingsport MTPO Executive Board adopted the PTASP targets in February 2022. Updated PTASP targets were adopted at the February 8, 2024 Executive Board meeting. Note: MEOC/MET is not required to have a PTASP or adopt safety targets because they do not receive FTA 5307 funds.

<b>2024 TRANSIT SAFETY TARGETS</b>		
<b>Performance Measures</b>	<b>KATS</b>	<b>NET Trans</b>
	<b>FY23 VRM = 291,700</b>	<b>FY23 VRM = 2,584,399</b>
Number of Fatalities per 100K VRM	0	0
Rate of Fatalities per 100K VRM	0	0
Number of Injuries per 100K VRM	2	3
Rate of Injuries per 100K VRM	0.60	0.12
Number of Safety Events per 100K VRM	2	4
Rate of Safety Events per 100K VRM	0.60	0.15
Total Major Mechanical Failures	15	25
System Reliability – Miles between Major Mechanical Failures	22,102	103,376

The current resolution to support KATS and NET Trans safety targets effectively agrees to plan and program projects so that they contribute toward the accomplishment of each transit agency’s FY24 PTASP Safety Targets. The overarching goal of the PTASP is to enhance all aspects of safety within the participating public transportation agency by guiding effective and proactive management of safety risks in their operations and prioritizing capital investments using performance-based planning. To the extent practicable, Kingsport MTPO will continue to coordinate with the State DOTs and local transit providers to integrate each agency’s PTASP goals, objectives, and plans into the MTPO planning process. This includes linking investment priorities in the TIP toward projects that have the potential to effectively and proactively manage safety risks related to public transportation.

### 5.5 Linking PBPP to the LRTP and TIP

All projects utilizing federal funding in the TIP are selected from the region’s Long Range Transportation Plan (LRTP), which was last updated in 2022. The MTPO uses the ten (10) Planning Factors and the seven (7) National Goals as guiding principles to select projects to include in the LRTP and TIP. The most recent update to the LRTP includes a Transportation System Performance Report that summarizes the status of performance-based planning and programming for the MTPO and describes how the MTPO, and specifically the LRTP, supports progress toward achieving the performance targets, and ultimately supports national transportation goals and performance measures. The TIP must link investment priorities

to the targets in the LRTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets. Projects are subject to a performance-based analysis, utilizing a variety of quantitative measures as well as staff analysis. Project selection criteria prioritize projects that promote safety and security with additional points being given if the project contains accommodations for alternative modes. Safety and security is a primary evaluation category for projects evaluated by the MTPO and included in both the LRTP and the TIP. More information on project evaluation and selection can be found in this TIP in section 2.3 (Project Priorities and Criteria) and section 2.4 (Project Selection) and in the LRTP in Chapter 6 (Potential Transportation Investments), Appendix G (Project Scoring Methodology), and Appendix H (Project Scoring Results). The program of projects and investment priorities included in the TIP support all state performance measure targets.

## 6. Financial Plan

Each project listed in this TIP has a cost estimate assigned to it. Cost estimates are established by phase. As with the LRTP, these cost estimates were derived through consultation with local jurisdictions, consultants, Kingsport MTPO staff, TDOT, VDOT, and public transportation providers. A cost estimation tool, provided by TDOT, is available as a tool to calculate expected costs. TDOT also provided recommended inflation rates for project cost estimates (FY26 = 5.5%, FY27 = 4.5%, FY28 = 3.5%, FY29 = 3.5%). The MTPO provides this inflation rate to local jurisdictions to assist in cost estimation; however, project costs are ultimately left to the judgement of the sponsoring agency due to primary project knowledge, the variety of inflationary pressures by project type and schedule, and knowledge of historical project costs. All revenues and expenditures reflect year of expenditure (YOE) dollars. Most transportation projects are funded with a combination of federal, state, and local funds. The financial plan for this TIP is based on an annual comparison of reasonably available revenues to the calculated costs various project phases are expected to incur, with the understanding that these costs will not exceed available revenues. The projects in this TIP have been funded in accordance with current and proposed revenue sources. TDOT, VDOT, and local jurisdictions and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

### 6.1 Fiscal Constraint

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

## 6.2 Federal Funding

The greatest funding source for highway and road projects, as well as public transportation, is from the federal government. Surface transportation authorization acts authorize spending for transportation programs and funding apportionments at the federal level. Over the years, new transportation authorizations have eliminated, consolidated, or created transportation funding programs. The IIJA/BIL was signed into law on November 15, 2021 providing surface transportation program funding for Federal fiscal years 2022 through 2026. The following list summarizes the major funding categories available for transportation projects in the TIP. Although all of these funding sources may not be in the current TIP, this information is provided to educate stakeholders on some of the funding types that are available. For additional information regarding the federal share of these and other funding programs, visit <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

**Bridge Formula Program (BFP)** – Established under the IIJA/BIL, provides formula funds to replace, rehabilitate, preserve, protect, and construct highway bridges. Funding ratio = 80% Federal, 20% Non-federal.

**Bridge Investment Program (BIP)** – Established under the IIJA/BIL, provides funding on a discretionary/competitive basis to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory or to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. Funding ratio = 80% Federal, 20% Non-federal.

**Carbon Reduction Program (CRP)** – Established under the IIJA/BIL, provides formula funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Requires state, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit to DOT for approval. DOT must certify a state's strategy meets the statutory requirements. Funding ratio = 80%-100% Federal, 0%-20% Non-federal.

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

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

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

**Highway Safety improvement Program (HSIP)** – Provides funding to achieve a significant reduction in the traffic fatalities and serious injuries on all public roads including non-state owned public roads. The program provides flexibility for states to target funds to their most critical safety needs. This program requires a data-driven, strategic approach to improving highway safety and projects must be consistent with the State Strategic Highway Safety Plan (SHSP). Under the provisions of USC Section 154, Open

Container Transfer Provision, states are required to enact a law that prohibits the possession of open alcohol beverages in the passenger area of motor vehicles. Funding ratio = 90% Federal, 10% Non-federal (except as provided in 23 USC 120 and 130). States that fail to enact an open container law have a portion of their highway funds transferred to the **Penalty Highway Safety Improvement Program (PHSIP)/Section 154 Funds** for HSIP eligible activities. A portion of the funds extracted from the highway funds that TDOT receives are shared with the Tennessee Highway Safety Office. Funding ratio = 100% Federal, 0% Non-federal.

**National Electric Vehicle Infrastructure Formula Program (NEVI)** – Established under the IIJA/BIL, provides formula funds to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funding ratio = 80% Federal, 20% Non-federal.

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

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

**Promoting Resilient Operations for Transformative, Efficient, and Cost-saving, Transportation (PROTECT) – Formula to States** – Established under the IIJA/BIL, provides funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Higher Federal share if the state develops a resilience improvement plan and incorporates it into its long range transportation plan. Funding ratio = 80%-100% Federal, 0%-20% Non-federal.

**Reconnecting Communities Pilot Program (RCP) – Planning Grants and Capital Construction Grants** – Established under the IIJA/BIL, provides funding on a discretionary/competitive basis to support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development. A Notice of Funding Opportunity is expected in summer 2022 with more details.

**Safe Streets and Roads for All (SS4A) Grant Program** – Established under the IIJA/BIL, provides funding on a discretionary/competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. Funding ratio = 80% Federal, 20% Non-federal.

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

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

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

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

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

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

### 6.3 Federal Apportionment

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

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

#### 6.4 State Funding

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

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

#### 6.5 Local Funding

Local jurisdictions have demonstrated a continuing commitment in annually funding the local share of costs necessary to implement transportation projects and have included in the budget planning process any funding required for the local share of funds identified in the TIP. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems. Funding for Fiscal Year 2026 is appropriated through the legislative budget process. The remaining three years indicate the intent to include those projects in their respective budgets.

#### 6.6 Operations and Maintenance Funding

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

resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP. The following tables provide the estimated annual revenue and costs by jurisdiction that falls within the MTPO boundary and the total estimated revenue and costs by fiscal year. These numbers are based on uncertain economic growth and actual numbers may vary. For future years, an annual growth rate of one percent (1%) was applied and is reflected in the table below. In the event federal transportation funds were to be made available for operations and maintenance, it would be identified in the TIP.

<b>ESTIMATED OPERATIONS AND MAINTENANCE ANNUAL BUDGETS BY JURISDICTION</b>		
<b>Jurisdiction</b>	<b>Estimated Annual Revenues</b>	<b>Estimated Annual Costs</b>
City of Kingsport	\$12,560,000	\$12,560,000
Sullivan County (MTPO Area)	\$3,550,000	\$3,550,000
Hawkins County (MTPO Area)	\$913,500	\$913,500
Washington County (MTPO Area)	\$450,000	\$450,000
Church Hill	\$1,432,500	\$1,432,500
Mount Carmel	\$355,000	\$355,000

<b>ESTIMATED OPERATIONS AND MAINTENANCE REVENUE AND COSTS BY FISCAL YEAR</b>							
<b>FY26</b>		<b>FY27</b>		<b>FY28</b>		<b>FY29</b>	
Estimated Revenues	Estimated Costs	Estimated Revenues	Estimated Costs	Estimated Revenues	Estimated Costs	Estimated Revenues	Estimated Costs
\$18,985,000	\$18,985,000	\$19,175,000	\$19,175,000	\$19,367,000	\$19,367,000	\$19,560,000	\$19,560,000

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

<b>OPERATIONS AND MAINTENANCE ESTIMATED ANNUAL BUDGETS – PUBLIC TRANSPORTATION</b>		
<b>Jurisdiction</b>	<b>Estimated Annual Revenues</b>	<b>Estimated Annual Costs</b>
Kingsport Area Transit Service (KATS)	\$4,500,000	\$4,500,000
NET Trans (MTPO Area)	\$1,000,000	\$1,000,000

## 7. Status of Projects in FY 2023-2026 TIP

<b>Status of Projects in FY 2023-2026 TIP</b>			
<b>TIP # TDOT PIN</b>	<b>Project Name (Location)</b>	<b>Description</b>	<b>Status</b>
TN-2014-001 112965.00	Rock Springs Road Rebuild (Kingsport)	Reconstruction of portions of Rock Springs Road (SR-347) beginning at I-26 and ending at Cox Hollow Road.	Not in TDOT 10-Year Plan – Removed from TIP
KPT-2015-002 123325.00	Main Street Rebuild (Kingsport)	Rebuild Main Street from Sullivan Street to Market Street.	CONST Phase is ending
KPT-2018-003 128742.00	Island Road Rebuild (Kingsport)	From SR-126 to near Golf Ridge Drive – Resurfacing including milling, resurfacing, markings, and guardrail updates as needed.	Scope was changed in February 2025 - Currently in PE-D Phase
KPT-2019-004 128784.00	Greenbelt – West End (Kingsport)	Construct an approximate half mile extension of Kingsport Greenbelt west from end of current trail at Rotherwood Drive to Lewis Lane	Route/Termini was changed in May 2025 - Currently in PE-D Phase
KPT-2019-005 129800.01 132587.00 136057.00	Resurfacing Grouping - Kingsport	Resurfacing of various functionally classified roadways including milling, grading, repairing, sidewalk ADA compliance as necessary, striping, and signage.	Continuous
KPT-2020-021 131049.00	Brickyard Bridge	Pedestrian bridge over the CSX railroad at Centennial Park connecting downtown Kingsport to the Brickyard Park development.	Currently in PE-D Phase
MC-2025-023 134680.00	TAP Grant – Mount Carmel Ped/Bike Trail	10-foot-wide pedestrian and bicycle trail running parallel to Main Street beginning near the intersection of Main Street/Independence Avenue and running westward approximately 3,000 feet to the intersection of Main Street/Hammond Avenue	Project was just added to the TIP in May 2025 – should be in early stages of development
TN-2019-006 126818.00	NHPP Grouping – Entire MTPO Area	National Highway Performance Program (NHPP) Grouping	Continuous
TN-2019-007 126820.00	HSIP Grouping – Entire MTPO Area	Highway Safety Improvement Program (HSIP) Grouping	Not included in list of projects from TDOT – Removed from TIP
TN-2019-008 126819.00	STBG Grouping – Entire MTPO Area	Surface Transportation Block Grant Program (STBG) Grouping	Continuous

TN-2007-022c 105467.03	SR-126 (Memorial Boulevard)	Reconstruction from near East Center Street in Kingsport to near Briarwood Road.	CONST Phase scheduled for letting in December 2025
TN-2019-009 124590.00	I-81 ITS Expansion	From near I-26 (exit 57) interchange to near I-381 in Virginia – Intelligent Transportation System Expansion	Not included in list of projects from TDOT – Removed from TIP
TN-2011-010b 112834.02	SR-93	From near Morgan Lane in Washington County to south of Baileyton Road in Sullivan County – Miscellaneous safety improvements to improve sight distance, provide two 12-foot lanes and 6-foot shoulders.	Completed in 2023
TN-2011-010c 112834.03	SR-93	From south of Horse Creek to north of Derby Drive – miscellaneous safety improvements – reconstruction and bridges.	Currently in CONST Phase
TN-2019-011 124663.00	SR-36	From SR-75 to I-81 – Widen from 2-lanes to 5-lanes, curb and gutter, and 5-foot sidewalks in both sides of road.	Not in TDOT 10-Year Plan – Removed from TIP

## 8. Project Pages

**TIP Project Report**

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>			
1	2	3	4			
<b>State</b>	<b>County</b>					
5	6					
<b>State Route</b>	<b>Total Project Cost</b>					
7	8					
<b>Project Name</b>						
9						
<b>Termini</b>						
10						
<b>Project Description</b>						
11						
<b>Long Range Plan #</b>			<b>Conformity Status</b>			
12			13			
<b>FY</b>	<b>Phase</b>	<b>Funding</b>	<b>Programmed Funds</b>	<b>Fed Funds</b>	<b>State Fund</b>	<b>Local Funds</b>
14	15	16	17	18	19	20
<b>Total</b>						
21						

Comments:  
22

23 - Project Location Map

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

\*Project Numbers/TIP ID are in the following format:

- Prefix:** Indicates if the project is a local project (KPT, MC), state project (TN, VA), or Public Transit project (PT)
- Four Digit Number:** Calendar year the project was first placed in the TIP
- Three Digit Number:** Random three digit number (consecutive numbering order)

# TIP Project Report

6/3/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT KPT-2018-003	128742.00	1.04	City of Kingsport

<b>State</b>	<b>County</b>
TN	Sullivan

<b>State Route</b>	<b>Total Project Cost</b>
	\$1,230,700

<b>Project Name</b>
Island Road

<b>Termini</b>
From SR-126 (Memorial Boulevard) to the Kingsport City Limits near Golf Ridge Drive

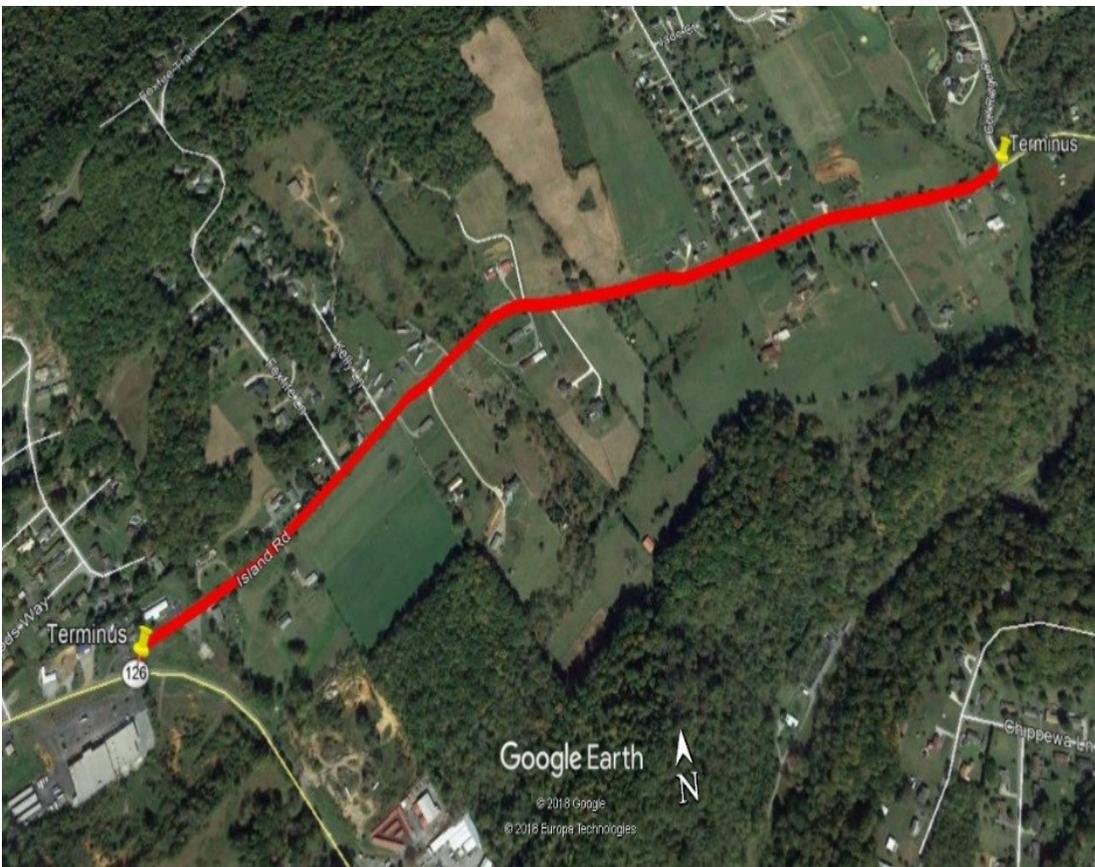
<b>Project Description</b>
Resurfacing of Island Road including milling, resurfacing, markings, and guardrail updates as needed.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Ch 6, Page 86	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CONST	STBG-L	\$900,000	\$720,000	\$0	\$180,000
<b>Total</b>			<b>\$900,000</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$180,000</b>

Comments:

- Previous Obligations (Federal Funds Only): PE-N = \$120,000 (FY19), Adjust PE-N/Authorize PE-D = \$144,560 (FY22)



# TIP Project Report

9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT KPT-2019-004	128784.00	0.5	City of Kingsport
<b>State</b>	<b>County</b>		
TN	Hawkins		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$1,139,830		
<b>Project Name</b>			
Kingsport Greenbelt - West End Extension			
<b>Termini</b>			
Port Drive from Lewis Lane to Netherland Inn Road; Netherland Inn Road from Port Drive to near Rotherwood Drive			
<b>Project Description</b>			
This project will build an extension of the Kingsport Greenbelt walking and biking path west.			
<b>Long Range Plan #</b>		<b>Conformity Status</b>	
Chapter 7, Page 113		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CONST	LOCAL	\$800,000	\$0	\$0	\$800,000
<b>Total</b>			<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

Comments:

- Previous Obligations (Federal Funds Only): PE-N = \$24,000 (FY19), Adjust PE-N/Authorize PE-D = \$78,560 (FY22), Adjust PE-D/Authorize ROW = \$169,304.00 (FY25)



# TIP Project Report

9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT KPT-2019-005			City of Kingsport
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$5,255,154		

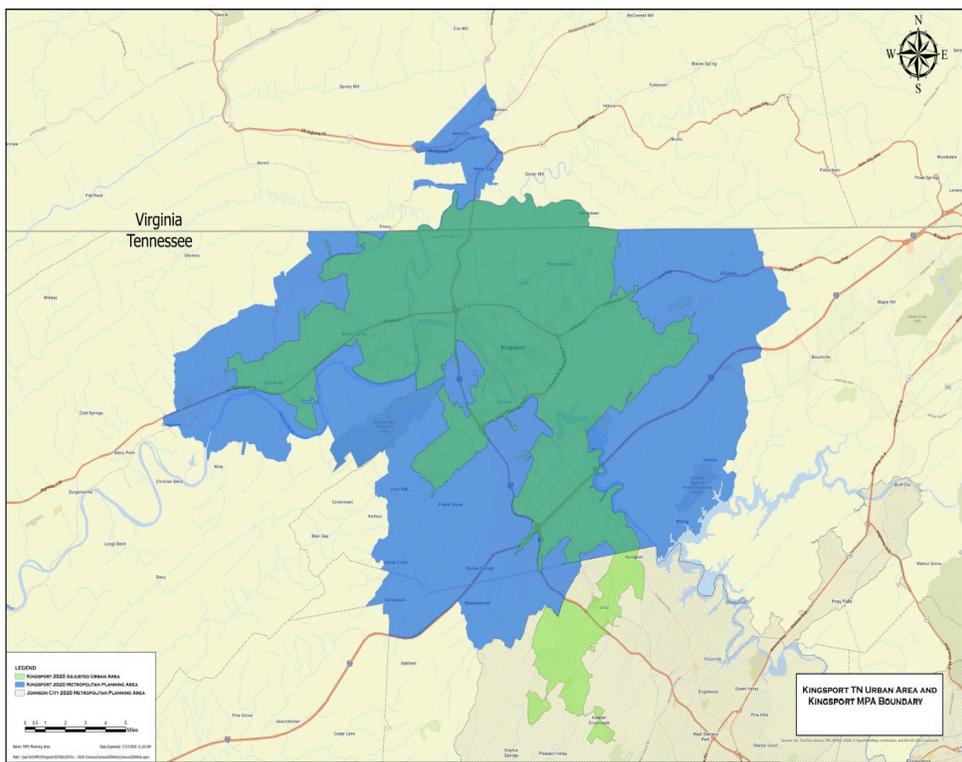
<b>Project Name</b>
Resurfacing Grouping
<b>Termini</b>
Various roads in City of Kingsport

<b>Project Description</b>
Resurfacing of various functionally classified roadways including milling, grading, repairing, ADA improvements, striping, and signage within City of Kingsport.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Table 3 Pg 8/Ch 7 Pg 107	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG-L	\$150,000	\$120,000	\$0	\$30,000
2026	ROW/CONST	STBG-L	\$1,690,000	\$1,352,000	\$0	\$338,000
2027	CONST	STBG-L	\$1,450,000	\$1,160,000	\$0	\$290,000
2029	CONST	STBG-L	\$2,115,000	\$1,692,000	\$0	\$423,000
<b>Total</b>			<b>\$5,405,000</b>	<b>\$4,324,000</b>	<b>\$0</b>	<b>\$1,081,000</b>

- Comments:
- Resurfacing Grouping #2 = 132587.00 (Clinchfield Street and North Eastman Road)
  - PIN 136057.00 Previous Obligations (Federal Funds Only): PE-N = \$120,000 (FY25)
  - PIN 129800.00 Previous Obligations (Federal Funds Only): PE-N = \$20,000 (FY20), PE-D = \$40,123 (FY21), ROW = \$20,000 (FY22), CONST = \$1,872,006 (FY24)
  - PIN 132587.00 Previous Obligations (Federal Funds Only): PE-N = \$16,000 (FY23)
  - Resurfacing Grouping #3 = 136057.00 (Orebank Road) - Resurfacing including milling, grading, repairing, sidewalk/ADA compliance as necessary, striping, signage, and safety improvements
  - Resurfacing Grouping #1 = 129800.00 (Moreland Drive, Fall Creek Road, Cooks Valley Road, Netherland Inn Road) - Note: Meadowview Parkway was originally removed from this grouping. It is now ready to proceed and has been added under this grouping as PIN 129800.01.



# TIP Project Report

6/3/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT KPT-2020-021	131049.00	0.02	City of Kingsport
<b>State</b>	<b>County</b>		
TN	Sullivan		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$4,070,000		

**Project Name**  
Brickyard Park Bicycle-Pedestrian Bridge

**Termini**  
Cherokee Street at CSX Railroad

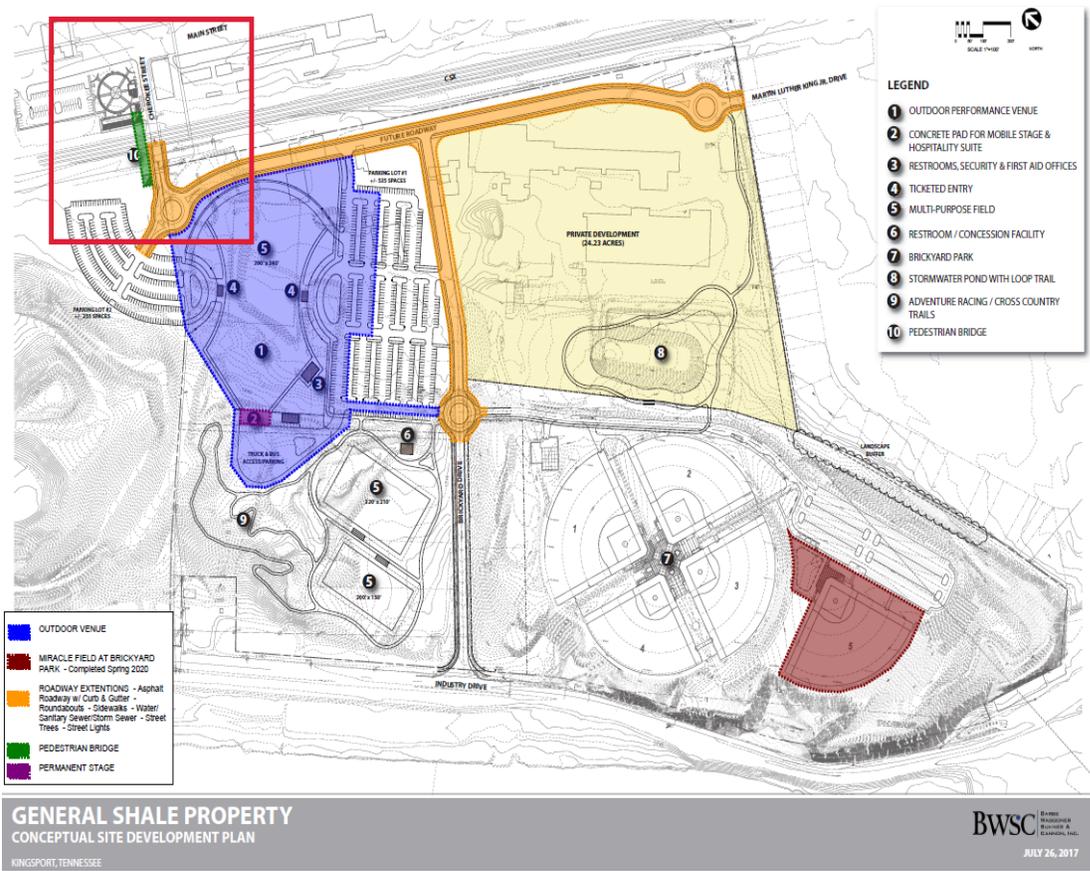
**Project Description**  
This project will construct a pedestrian bridge over the CSX Railroad at Centennial Park connecting downtown Kingsport to the Brickyard Park development.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Page 113	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CONST	TAP	\$3,500,000	\$2,625,000	\$0	\$875,000
<b>Total</b>			<b>\$3,500,000</b>	<b>\$2,625,000</b>	<b>\$0</b>	<b>\$875,000</b>

Comments:

- Previous Obligations (Federal Funds Only): PE-N = \$100,000 (FY21), PE-D = 254,580.80 (FY25)



**TIP Project Report**  
9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT MC-2025-023	134680.00	0.5	Mount Carmel
<b>State</b>	<b>County</b>		
TN	Hawkins		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$735,239		
<b>Project Name</b>			
Mount Carmel Ped/Bike Trail			
<b>Termini</b>			
From Independence Avenue to Hammond Avenue			
<b>Project Description</b>			
10-foot-wide pedestrian and bicycle trail within the Town of Mount Carmel running parallel to Main Street beginning near the intersection of Main Street/Independence Avenue and running westward approximately 3,000 feet to the intersection of Main Street/Hammond Avenue			
<b>Long Range Plan #</b>	<b>Conformity Status</b>		
	Not Applicable		

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N/PE-D	LOCAL	\$95,900	\$0	\$0	\$95,900
2026	CONST	TAP	\$639,339	\$511,471	\$0	\$127,868
<b>Total</b>			<b>\$735,239</b>	<b>\$511,471</b>	<b>\$0</b>	<b>\$223,768</b>



**TIP Project Report**  
9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT TN-2019-006	126818.00		TDOT
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$28,669,506		

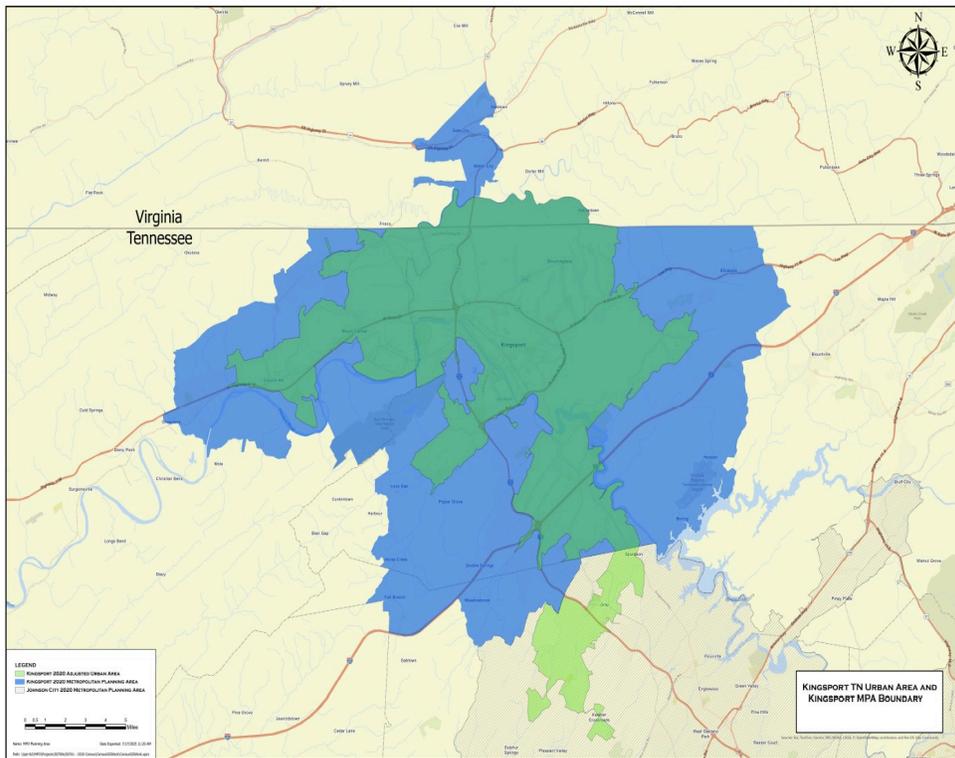
**Project Name**  
TDOT National Highway Performance Program (NHPP) Grouping

**Termini**  
KINGSPORT MPO - NATIONAL HIGHWAY SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

**Project Description**  
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Page 115	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE/ROW/CONST	NHPP	\$14,790,372	\$11,832,298	\$2,958,074	\$0
2027	PE/ROW/CONST	NHPP	\$3,259,200	\$2,607,360	\$651,840	\$0
2028	PE/ROW/CONST	NHPP	\$8,863,334	\$7,090,667	\$1,772,667	\$0
2029	PE/ROW/CONST	NHPP	\$1,756,600	\$1,405,280	\$351,320	\$0
<b>Total</b>			<b>\$28,669,506</b>	<b>\$22,935,605</b>	<b>\$5,733,901</b>	<b>\$0</b>



# TIP Project Report

9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT TN-2019-008	126819.00		TDOT
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$23,672,000		

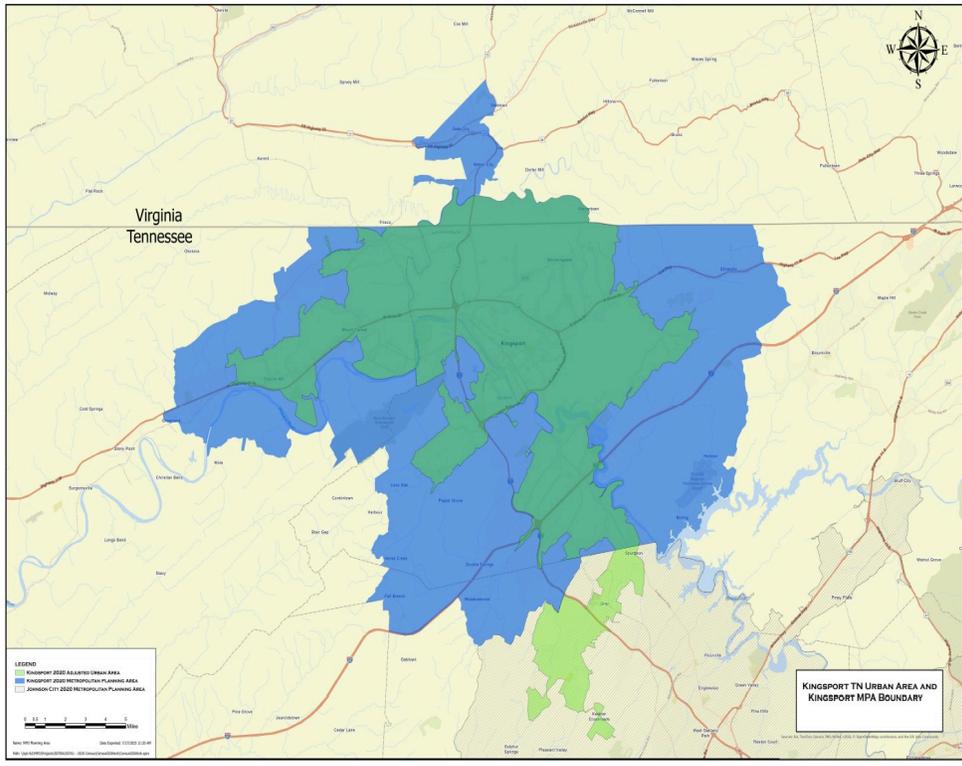
**Project Name**  
 TDOT Surface Transportation Block Grant (STBG) Grouping

**Termini**  
 KINGSPORT MPO - SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

**Project Description**  
 See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Page 115	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE/ROW/CONST	STBG	\$4,753,600	\$3,802,880	\$950,720	\$0
2026	PE/ROW/CONST	HIP	\$4,715,200	\$3,772,160	\$943,040	\$0
2027	PE/ROW/CONST	STBG	\$4,159,400	\$3,327,520	\$831,880	\$0
2027	PE/ROW/CONST	HIP	\$4,125,800	\$3,300,640	\$825,160	\$0
2028	PE/ROW/CONST	STBG	\$2,376,800	\$1,901,440	\$475,360	\$0
2028	PE/ROW/CONST	HIP	\$2,357,600	\$1,886,080	\$471,520	\$0
2029	PE/ROW/CONST	STBG	\$594,200	\$475,360	\$118,840	\$0
2029	PE/ROW/CONST	HIP	\$589,400	\$471,520	\$117,880	\$0
<b>Total</b>			<b>\$23,672,000</b>	<b>\$18,937,600</b>	<b>\$4,734,400</b>	<b>\$0</b>



# TIP Project Report

6/3/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-023			Kingsport

<b>State</b>	<b>County</b>
TN	Hawkins, Sullivan

<b>State Route</b>	<b>Total Project Cost</b>
	\$13,200,000

<b>Project Name</b>
KATS Operations

<b>Termini</b>
NA

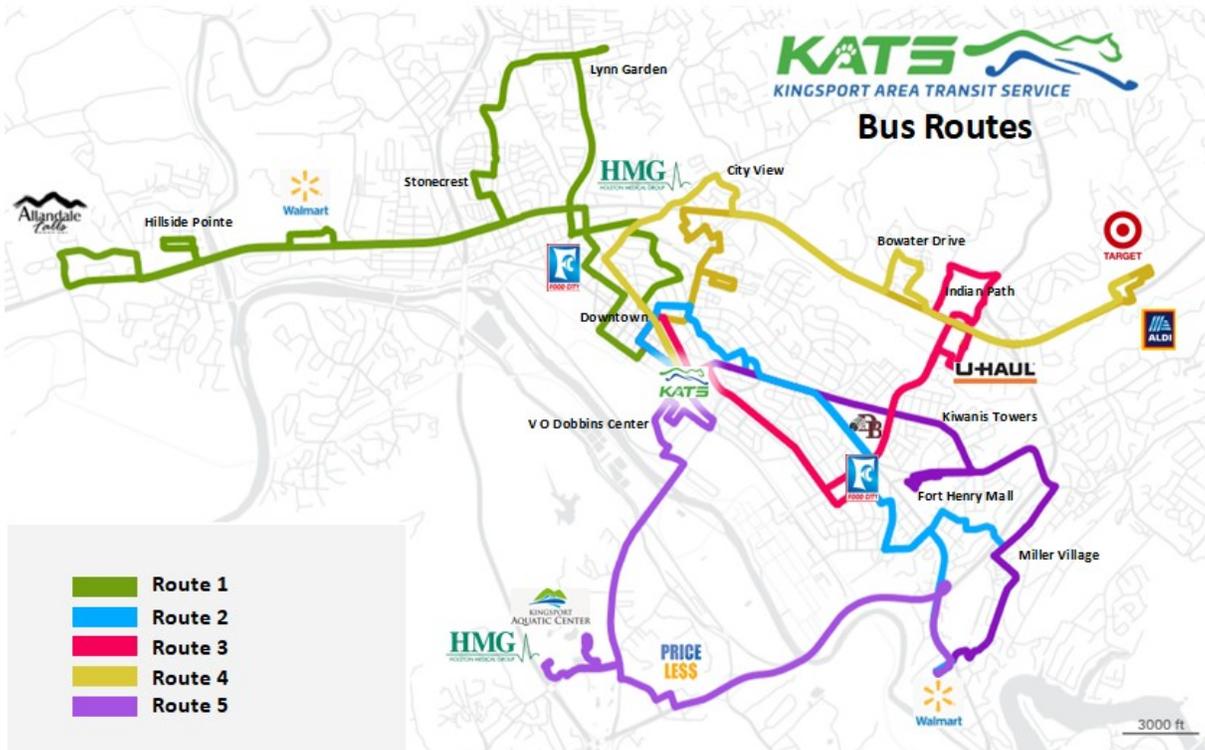
<b>Project Description</b>
Funds utilized to operate Transit Fixed-route Service, microtransit, and ADA/Paratransit Service.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	OPERATIONS	5307	\$3,000,000	\$1,500,000	\$900,000	\$600,000
2027	OPERATIONS	5307	\$3,200,000	\$1,600,000	\$960,000	\$640,000
2028	OPERATIONS	5307	\$3,400,000	\$1,700,000	\$1,020,000	\$680,000
2029	OPERATIONS	5307	\$3,600,000	\$1,800,000	\$1,080,000	\$720,000
<b>Total</b>			<b>\$13,200,000</b>	<b>\$6,600,000</b>	<b>\$3,960,000</b>	<b>\$2,640,000</b>

Comments:

- State funds are UROP funds



**TIP Project Report**  
6/3/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-024			Kingsport

<b>State</b>	<b>County</b>
TN	Hawkins, Sullivan

<b>State Route</b>	<b>Total Project Cost</b>
	\$3,750,000

<b>Project Name</b>
KATS Capital

<b>Termini</b>
NA

**Project Description**  
Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, remove and maintain transit buildings/facilities/equipment, purchase transit related equipment, software, hardware, crime prevention and security equipment, construction and maintenance of passenger facilities and infrastructure.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5307	\$750,000	\$600,000	\$75,000	\$75,000
2027	CAPITAL	5307	\$875,000	\$700,000	\$87,500	\$87,500
2028	CAPITAL	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
2029	CAPITAL	5307	\$1,125,000	\$900,000	\$112,500	\$112,500
<b>Total</b>			<b>\$3,750,000</b>	<b>\$3,000,000</b>	<b>\$375,000</b>	<b>\$375,000</b>



**TIP Project Report**  
6/3/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-025			Kingsport
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$705,880		

**Project Name**  
KATS Capital

**Termini**  
NA

**Project Description**  
Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, remove and maintain transit buildings/facilities/equipment, purchase transit related equipment, software, hardware, crime prevention and security equipment, construction and maintenance of passenger facilities and infrastructure.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5339	\$176,470	\$150,000	\$13,235	\$13,235
2027	CAPITAL	5339	\$176,470	\$150,000	\$13,235	\$13,235
2028	CAPITAL	5339	\$176,470	\$150,000	\$13,235	\$13,235
2029	CAPITAL	5339	\$176,470	\$150,000	\$13,235	\$13,235
<b>Total</b>			<b>\$705,880</b>	<b>\$600,000</b>	<b>\$52,940</b>	<b>\$52,940</b>



**TIP Project Report**  
6/3/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-026			Kingsport

<b>State</b>	<b>County</b>
TN	Hawkins, Sullivan

<b>State Route</b>	<b>Total Project Cost</b>
	\$300,000

<b>Project Name</b>
KATS Planning

<b>Termini</b>
NA

<b>Project Description</b>
Planning, engineering design, evaluation of transit projects, and other technical transportation-related studies

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PLANNING	5307	\$75,000	\$60,000	\$7,500	\$7,500
2027	PLANNING	5307	\$75,000	\$60,000	\$7,500	\$7,500
2028	PLANNING	5307	\$75,000	\$60,000	\$7,500	\$7,500
2029	PLANNING	5307	\$75,000	\$60,000	\$7,500	\$7,500
<b>Total</b>			<b>\$300,000</b>	<b>\$240,000</b>	<b>\$30,000</b>	<b>\$30,000</b>



# TIP Project Report

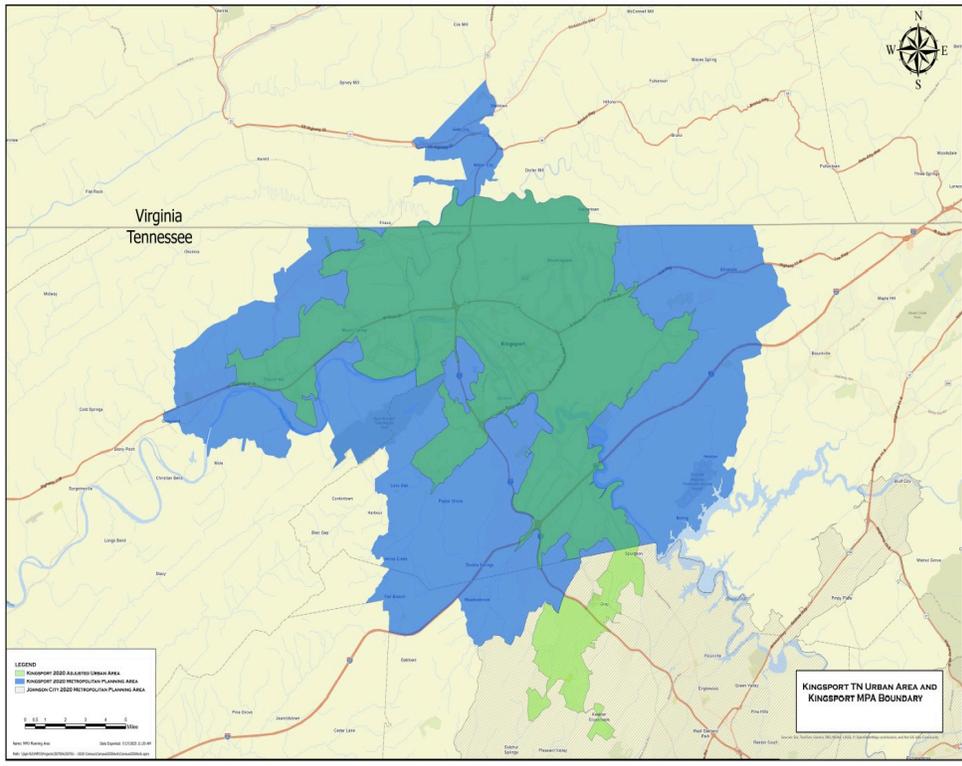
9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-028			FTHRA/NET Trans
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$1,590,772		
<b>Project Name</b>			
NET Trans - Operating			
<b>Termini</b>			
NA			

**Project Description**  
 Daily operating of demand response service (including employees' wages, fuel, insurance, radio communications, operating supplies and utilities) to provide transportation services in the urbanized area outside of the corporate City limits including but not limited to; Mt. Carmel, Church Hill, Surgoinsville, Rogersville. Service will also provide regional connectivity between Urban Areas.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	OPERATIONS	5307	\$496,220	\$248,110	\$0	\$248,110
2027	OPERATIONS	5307	\$347,874	\$173,937	\$0	\$173,937
2028	OPERATIONS	5307	\$364,860	\$182,430	\$0	\$182,430
2029	OPERATIONS	5307	\$381,818	\$190,909	\$0	\$190,909
<b>Total</b>			<b>\$1,590,772</b>	<b>\$795,386</b>	<b>\$0</b>	<b>\$795,386</b>



# TIP Project Report

9/17/2025

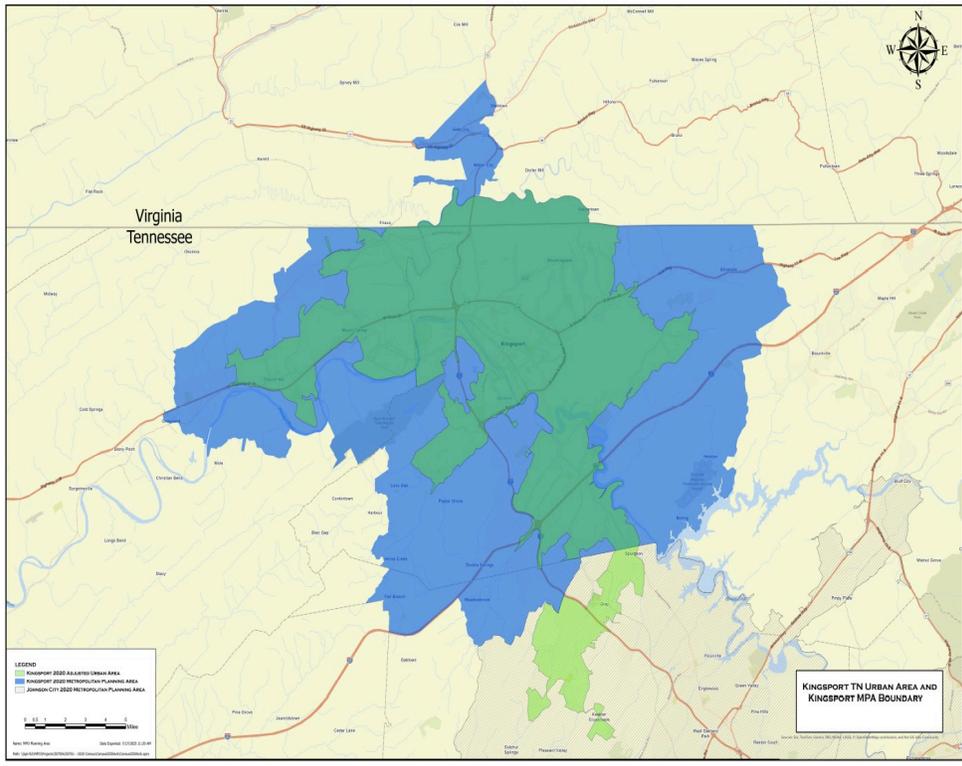
<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-029			FTHRA/NET Trans
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$1,372,000		
<b>Project Name</b>			
NET Trans - Capital			
<b>Termini</b>			
NA			

**Project Description**

These vehicles will be used to provide demand response transportation services in the urban area outside of the corporate City limits of Sullivan county. Service will also provide regional connectivity between Urban Areas. This allows us to continue providing safe and reliable public transportation to our customers. They will have a useful life of 4 years and 100,000 miles.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5339	\$343,000	\$274,400	\$0	\$68,600
2027	CAPITAL	5339	\$343,000	\$274,400	\$0	\$68,600
2028	CAPITAL	5339	\$343,000	\$274,400	\$0	\$68,600
2029	CAPITAL	5339	\$343,000	\$274,400	\$0	\$68,600
<b>Total</b>			<b>\$1,372,000</b>	<b>\$1,097,600</b>	<b>\$0</b>	<b>\$274,400</b>



# TIP Project Report

9/17/2025

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2022-031			Frontier Health
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$80,000		

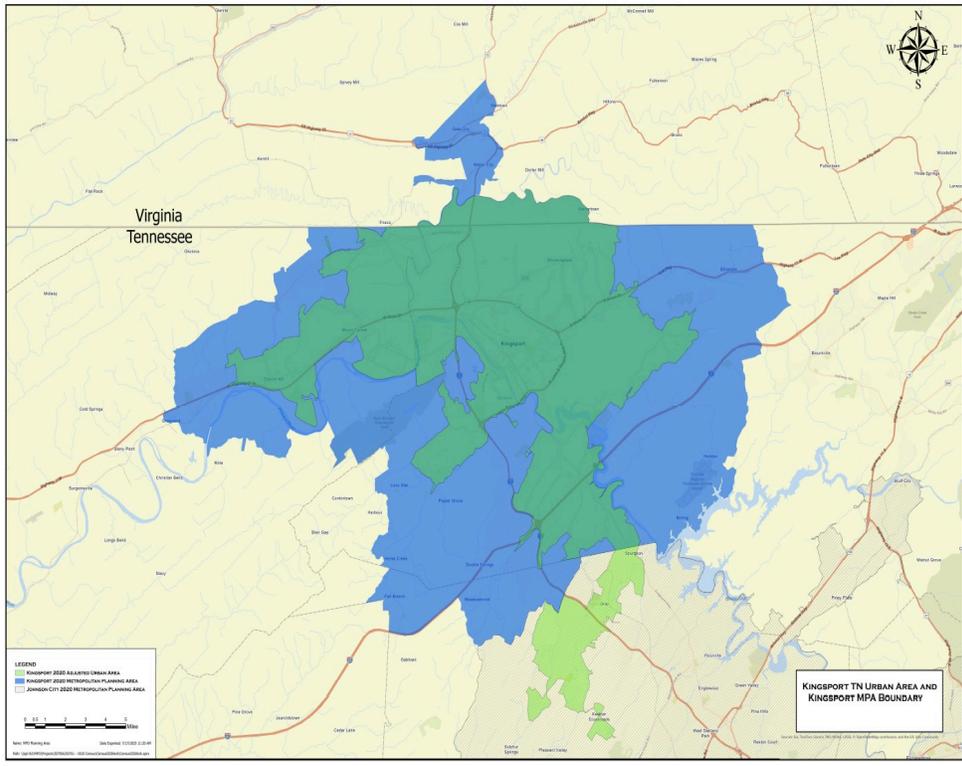
**Project Name**  
Frontier Health - Capital

**Termini**  
NA

**Project Description**  
Acquisition on 1 standard rear lift conversion van to provide transportation services for clients in the Kingsport urban area.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
Chapter 7, Pages 108-112	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2028	CAPITAL	5310	\$40,000	\$32,000	\$4,000	\$4,000
2029	CAPITAL	5310	\$40,000	\$32,000	\$4,000	\$4,000
<b>Total</b>			<b>\$80,000</b>	<b>\$64,000</b>	<b>\$8,000</b>	<b>\$8,000</b>



# TIP Project Report

9/17/2025

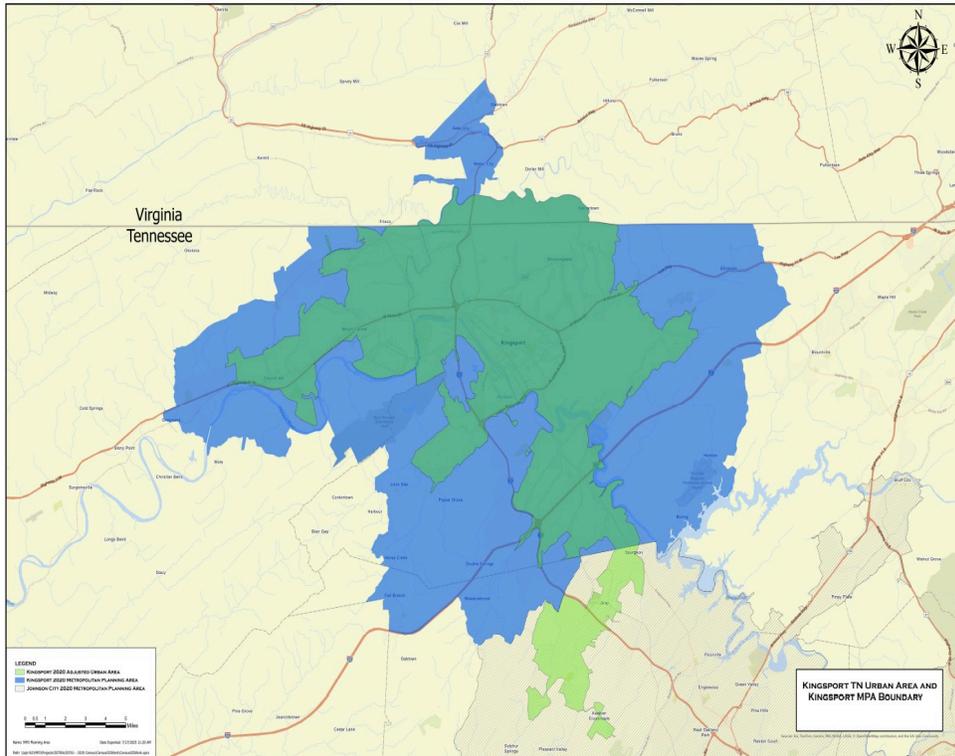
<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KPT PT-2025-032			FTHRA/NET Trans
<b>State</b>	<b>County</b>		
TN	Hawkins, Sullivan, Washington		
<b>State Route</b>	<b>Total Project Cost</b>		
	\$356,000		

<b>Project Name</b>
NET Trans - Capital
<b>Termini</b>
NA

**Project Description**  
 Funds utilized to purchase and replace transit fleet vehicles, preventive maintenance, maintain transit buildings/facilities/equipment, purchase transit related equipment, software, hardware, crime prevention and security equipment, construction and maintenance of passenger facilities and infrastructure. These vehicles will be used to provide demand response transportation services in the urban area outside of the corporate City limits of Sullivan county. Service will also provide regional connectivity between Urban Areas.

<b>Long Range Plan #</b>	<b>Conformity Status</b>
	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5307	\$89,000	\$71,200	\$0	\$17,800
2027	CAPITAL	5307	\$89,000	\$71,200	\$0	\$17,800
2028	CAPITAL	5307	\$89,000	\$71,200	\$0	\$17,800
2029	CAPITAL	5307	\$89,000	\$71,200	\$0	\$17,800
<b>Total</b>			<b>\$356,000</b>	<b>\$284,800</b>	<b>\$0</b>	<b>\$71,200</b>





**eSTIP Fiscal Constraints Report for STIP Period 2026  
Kingsport MPO**

<b>Fund Code</b>	<b>Fiscal Year</b>	<b>Budget Total</b>	<b>Programmed Funds</b>	<b>Federal Funding</b>	<b>State Funding</b>	<b>Local Funding</b>	<b>Federal Carryover</b>	<b>Remaining Balance</b>
5307	2026	\$4,410,220	\$4,410,220	\$2,479,310	\$982,500	\$948,410	\$0	\$0
5307	2027	\$4,586,874	\$4,586,874	\$2,605,137	\$1,055,000	\$926,737	\$0	\$0
5307	2028	\$4,928,860	\$4,928,860	\$2,813,630	\$1,127,500	\$987,730	\$0	\$0
5307	2029	\$5,270,818	\$5,270,818	\$3,022,109	\$1,200,000	\$1,048,709	\$0	\$0
5310	2028	\$40,000	\$40,000	\$32,000	\$4,000	\$4,000	\$0	\$0
5310	2029	\$40,000	\$40,000	\$32,000	\$4,000	\$4,000	\$0	\$0
5339	2026	\$519,470	\$519,470	\$424,400	\$13,235	\$81,835	\$0	\$0
5339	2027	\$519,470	\$519,470	\$424,400	\$13,235	\$81,835	\$0	\$0
5339	2028	\$519,470	\$519,470	\$424,400	\$13,235	\$81,835	\$0	\$0
5339	2029	\$519,470	\$519,470	\$424,400	\$13,235	\$81,835	\$0	\$0
CRP	2026	\$595,397	\$0	\$528,660	\$0	\$66,737	\$261,713	\$595,397
HIP	2026	\$4,715,200	\$4,715,200	\$3,772,160	\$943,040	\$0	\$0	\$0
HIP	2027	\$4,125,800	\$4,125,800	\$3,300,640	\$825,160	\$0	\$0	\$0
HIP	2028	\$2,357,600	\$2,357,600	\$1,886,080	\$471,520	\$0	\$0	\$0
HIP	2029	\$589,400	\$589,400	\$471,520	\$117,880	\$0	\$0	\$0
LOCAL	2026	\$895,900	\$895,900	\$0	\$0	\$895,900	\$0	\$0
NHPP	2026	\$14,790,372	\$14,790,372	\$11,832,298	\$2,958,074	\$0	\$0	\$0
NHPP	2027	\$3,259,200	\$3,259,200	\$2,607,360	\$651,840	\$0	\$0	\$0
NHPP	2028	\$8,863,334	\$8,863,334	\$7,090,667	\$1,772,667	\$0	\$0	\$0
NHPP	2029	\$1,756,600	\$1,756,600	\$1,405,280	\$351,320	\$0	\$0	\$0
STBG	2026	\$4,753,600	\$4,753,600	\$3,802,880	\$950,720	\$0	\$0	\$0
STBG	2027	\$4,159,400	\$4,159,400	\$3,327,520	\$831,880	\$0	\$0	\$0
STBG	2028	\$2,376,800	\$2,376,800	\$1,901,440	\$475,360	\$0	\$0	\$0
STBG	2029	\$594,200	\$594,200	\$475,360	\$118,840	\$0	\$0	\$0
STBG-L	2026	\$3,811,255	\$2,740,000	\$3,264,455	\$0	\$546,800	\$1,812,917	\$1,071,255
STBG-L	2027	\$2,813,993	\$1,450,000	\$2,523,993	\$0	\$290,000	\$1,072,455	\$1,363,993
STBG-L	2028	\$2,815,531	\$0	\$2,815,531	\$0	\$0	\$1,363,993	\$2,815,531
STBG-L	2029	\$4,690,069	\$2,115,000	\$4,267,069	\$0	\$423,000	\$2,815,531	\$2,575,069
TAP	2026	\$4,139,339	\$4,139,339	\$3,136,471	\$0	\$1,002,868	\$0	\$0

**Kingsport MPO**

Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$8,908,123
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$37,932,408
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - HSIP	\$0	\$75,000	\$0	\$0	\$0
RW	Federal - TAP/F	\$4,371	\$0	\$17,483	\$0	\$0
CN	Federal - HSIP	\$0	\$1,301,580	\$924,190	\$0	\$0
	Federal - TAP/F	\$206,862	\$0	\$0	\$827,446	\$0
CN TOTAL		\$206,862	\$1,301,580	\$924,190	\$827,446	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$264,041	\$0

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	\$12,995,421	\$3,475,421	\$3,475,421	\$3,475,421
	Federal - STP/STBG	\$0	\$2,441,178	\$2,451,200	\$2,461,392	\$2,471,757
CN TOTAL		\$0	\$15,436,599	\$5,926,621	\$5,936,813	\$5,947,178

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$34,413,863
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - HSIP	\$0	\$0	\$1,360,781	\$0	\$0
	Federal - NHFP	\$0	\$930,506	\$930,506	\$930,506	\$930,506
	Federal - NHS/NHPP	\$0	\$1,133,333	\$1,133,333	\$1,133,333	\$1,133,333
	Federal - STP/STBG	\$0	\$6,162,617	\$6,186,884	\$6,211,563	\$6,236,662
CN TOTAL		\$0	\$8,226,456	\$9,611,504	\$8,275,402	\$8,300,501

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$19,163,232
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - HSIP	\$0	\$0	\$1,360,781	\$0	\$0
	Federal - NHS/NHPP	\$0	\$3,355,556	\$3,355,556	\$3,355,556	\$3,355,556
	Federal - STP/STBG	\$0	\$1,088,279	\$1,092,747	\$1,097,290	\$1,101,911
CN TOTAL		\$0	\$4,443,835	\$5,809,084	\$4,452,846	\$4,457,467

## Appendix A

### Projects by Grouping

#### Kingsport MPO

#### Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19070	Bristol District-wide BRIDGE REHABILITATION/REPLACEMENT	0000	\$0
Primary	86598	Scott County SB&NB 23 over NF Holston R Va struc 1003 & 1108 FED ID 16543 FROM: 0.086 Mi. S. Intersection Rte. 707 TO: 0.154 Mi. N. Intersection Rte. 614 (0.3470 MI)	ORBY CANTRELL HIGHWAY (0023)	\$8,908,123
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$8,908,123

#### Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121022	Gate City Kane St - Construct New Sidewalk, Curb & Gutter, ADA Ramps FROM: Jackson St TO: Jones St (0.4680 MI)	KANE STREET (0023)	\$1,489,680
Interstate	110551	Statewide TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE FROM: Various TO: Various	9999	\$307,192
Interstate	110912	Statewide Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various	9999	\$813,019
Interstate	111613	Statewide STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2 FROM: Various TO: Various	9999	\$1,807,000
Interstate	115854	Statewide #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a	9999	\$0
Interstate	115856	Statewide #ITTF20 PARKING DEMAND MANAGEMENT SYSTEM FROM: Various TO: Various	9999	\$1,950,000
Interstate	119197	Statewide #ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE FROM: Various TO: Various	9999	\$1,500,000
Interstate	119198	Statewide #ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II) FROM: Various TO: Various	9999	\$25,040
Interstate	119199	Statewide #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: Various TO: Various	9999	\$500,000
Interstate	119332	Statewide #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: Various TO: Various	9999	\$300,000

**Kingsport MPO**

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119379	Statewide	9999		\$0
			#ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE		
			FROM: Various TO: Various		
Interstate	119401	Statewide	9999		\$250,000
			#ITTF22 PROJECT EVALUATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119402	Statewide	9999		\$1,030,000
			#ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE		
			FROM: Various TO: Various		
Interstate	119404	Statewide	9999		\$1,000,000
			#ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE		
			FROM: various TO: various		
Interstate	119406	Statewide	9999		\$0
			#ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE		
			FROM: Various TO: Various		
Interstate	121564	Statewide	9999		\$350,000
			#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
			FROM: Various TO: Various		
Interstate	121654	Statewide	9999		\$1,000,000
			#ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER		
			FROM: Various TO: Various		
Interstate	121655	Statewide	9999		\$500,000
			#ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION		
			FROM: Various TO: Various		
Interstate	121666	Statewide	9999		\$500,000
			#ITTF23 ITTF PROJECT EVALUATIONS		
			FROM: Various TO: Various		
Interstate	121667	Statewide	9999		\$3,575,000
			#ITTF23 RM3P DEP Data Services		
			FROM: Various TO: Various		
Interstate	121668	Statewide	9999		\$1,000,000
			#ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs		
			FROM: Various TO: Various		
Interstate	121670	Statewide	9999		\$500,000
			#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
			FROM: VARIOUS TO: VARIOUS		
Interstate	121712	Statewide	9999		\$650,000
			NETWORK OPERATIONS CENTER IMPLEMENTATION		
			FROM: Various TO: Various		
Interstate	121776	Statewide	9999		\$1,000,000
			HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component		
			FROM: Various TO: Various		
Interstate	121822	Statewide	9999		\$5,000,000
			#ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS		
			FROM: Various TO: Various		

**Kingsport MPO**

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	122048	Statewide	VARIOUS (9999)		\$500,000
			#ITTF23 - RM3P EVALUATION		
			FROM: various TO: various		
Miscellaneous	T19069	Bristol District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	121643	Statewide	9999		\$1,000,000
			#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT		
			FROM: Various TO: Various		
Primary	110878	Gate City	WEST JACKSON STREET (0023)		\$203,773
			West Jackson Street Sidewalk Improvements		
			FROM: Kane Street TO: Water Street (0.2700 MI)		
Primary	113770	Scott County	0023		\$563,334
			RTE. 23 INSTALL RUMBLE STRIPS, GUARDRAIL, DRAINAGE IMPROV.		
			FROM: Int. of Alt. Rte. 58 and Rte. 23 TO: West Jackson Street (2.6840 MI)		
Primary	120637	Weber City	ORBY CANTRELL HIGHWAY (0023)		\$3,077,901
			RTE. 23 HILTON ROAD - ACCESS MGMT./TURN LANE IMPROVEMENTS		
			FROM: Int. of Hilton Road TO: 0.11 Mi. N. Int. of Hilton Road (0.1000 MI)		
Primary	109438	Scott County	ORBY CANTRELL HIGHWAY (0058)		\$5,039,108
			#HB2.FY17 - US58/23 Access Management With Park & Ride		
			FROM: 0.182 mi. W. Int. Rte. 58/619 TO: 0.244 mi. E. Int. Rte. 58/619 (0.4260 MI)		
Primary	113892	Scott County	VETERANS MEMORIAL HWY (0072)		\$43,258
			State Route 72 Scott County Rumble Strips		
			FROM: Intersection VA-71E TO: Intersection VA-65E (10.8000 MI)		
Primary	118122	Bristol District-wide	VARIOUS ROUTES (9999)		\$2,010,000
			UNSIGNALIZED INTERSECTIONS - BRISTOL DISTRICTWIDE		
			FROM: VARIOUS ROUTES TO: VARIOUS ROUTES		
Secondary	113765	Gate City	MANVILLE ROAD (0665)		\$448,103
			MANVILLE RD - REPLACE AND CONSTRUCT NEW SIDEWALK		
			FROM: East Jackson St. TO: Back St. (0.4800 MI)		
Construction : Safety/ITS/Operational Improvements Total					\$37,932,408

**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14707	Bristol District-wide	0000		\$23,727,211
			STIP-MN Bristol: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total					\$23,727,211

**Maintenance : Preventive Maintenance for Bridges**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14706	Bristol District-wide	0000		\$34,413,863
			STIP-MN Bristol: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$34,413,863

**Kingsport MPO**

**Maintenance : Traffic and Safety Operations**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14705	Bristol District-wide	0000		\$19,163,232
		STIP-MN Bristol: Traffic and Safety Operations			
Maintenance : Traffic and Safety Operations Total					\$19,163,232
<b>Kingsport MPO Total</b>					<b>\$124,144,837</b>

**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								
<b>Federal</b>										
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
<b>Subtotal -- Federal</b>	<b>\$1,376,580</b>	<b>\$1,376,580</b>	<b>\$941,673</b>	<b>\$941,673</b>	<b>\$827,446</b>	<b>\$827,446</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,145,699</b>	<b>\$3,145,699</b>
<b>Other</b>										
State Match	\$0	\$0	\$4,371	\$4,371	\$206,862	\$206,862	\$0	\$0	\$211,233	\$211,233
<b>Subtotal -- Other</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,371</b>	<b>\$4,371</b>	<b>\$206,862</b>	<b>\$206,862</b>	<b>\$0</b>	<b>\$0</b>	<b>\$211,233</b>	<b>\$211,233</b>
<b>Total</b>	<b>\$1,376,580</b>	<b>\$1,376,580</b>	<b>\$946,044</b>	<b>\$946,044</b>	<b>\$1,034,308</b>	<b>\$1,034,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,356,932</b>	<b>\$3,356,932</b>
<b>Statewide and/or Multiple MPO - Federal (3)</b>										
NHS/NHPP	\$913,491	\$913,491	\$0	\$0	\$0	\$0	\$0	\$0	\$913,491	\$913,491
<b>Subtotal -- Statewide and/or Multiple MPO - Federal (3)</b>	<b>\$913,491</b>	<b>\$913,491</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$913,491</b>	<b>\$913,491</b>
<b>Maintenance - Federal (4)</b>										
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
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$28,106,890</b>	<b>\$28,106,890</b>	<b>\$21,347,209</b>	<b>\$21,347,209</b>	<b>\$18,665,061</b>	<b>\$18,665,061</b>	<b>\$18,705,146</b>	<b>\$18,705,146</b>	<b>\$77,304,306</b>	<b>\$77,304,306</b>

- (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