

Bill Albright
Transportation Manager

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Transportation Planner



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MEMORANDUM

To: Kingsport MTPO Executive Board
CC: Subscribed Interested Parties
From: Bill Albright, Transportation Planning Coordinator
Date: February 1, 2018
Subject: MTPO Executive Board Meeting

Please find the agenda for the next meeting of the Kingsport MTPO Executive Board, to be held Thursday, **February 8, 2018 at 2:00 P.M. (EDT), Bob Clear Conference Room, Improvement Building in Downtown Kingsport, Tennessee.**

There are four informational / discussion items and three action items, including:

- **Minutes of November 9, 2017 Meeting**
- **2017-21 TIP Adjustments – Overview**
- **Kingsport MTPO – Performance Measures (Safety) – Tennessee**
- **Kingsport MTPO – Performance Measures (Safety) – Virginia**
- **TDOT Consolidated Planning Grant**
- **Memorandum of Understanding with VDOT**
- **Project Updates (as requested)**

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

If you are unable to attend, you may designate a proxy in writing to represent you. A sample proxy letter is enclosed. The minutes from the last Executive Board meeting are also enclosed.



AGENDA

Kingsport MTPO Executive Board
February 8, 2018 at 2:00 PM (EDT)

Bob Clear Conference Room, Improvement Building
201 West Market Street, Kingsport, TN 37660

1. Executive Board Welcome

2. Approval of Minutes from November 9, 2017 Meeting:

Action Possible Action Discussion Information

3. Public Comment on Agenda Items

Action Possible Action Discussion Information

Those wishing to make a comment pertaining to any of the agenda items may do so at this time with a five-minute time limitation. Comments not pertaining to a specific agenda item will be heard during the end of the meeting in the Public Hearing section.

4. 2017-2021 Transportation Improvement Program (TIP) Adjustments - Overview

Action Possible Action Discussion Information

Presenters: Bill Albright / Lesley Phillips

Item Summary: TIP adjustments are minor changes which do not require approval from the Executive Board. For informational purposes, a list of TIP adjustments (since the TIP was adopted on 11/3/2016) will be briefly discussed.

5. Kingsport MTPO – Performance Measures (Safety) – Tennessee

Action Possible Action Discussion Information

Presenter: Bill Albright

Item Summary: Federal regulations require states and MPOs to establish performance targets for five separate safety factors (attached resolution and table in back of agenda). TDOT established statewide targets effective on 8/31/17 and now Kingsport MTPO has 180 days, until 2/27/18, to either agree to support Tennessee's targets or establish separate numeric targets specific to our region. A copy of FHWA and FTA's Performance Measurement Implementation Schedule is also attached. MPO Staff recommends that the Executive Board agree to support and follow TDOT's established targets.

Recommendation: Approve the Resolution as presented.

6. Kingsport MTPO – Performance Measures (Safety) – Virginia

Action Possible Action Discussion Information

Presenter: Bill Albright / Donny Necessary

Item Summary: Federal regulations require states and MPOs to establish performance targets for five separate safety factors (see attached resolution and letter in back of agenda). VDOT established statewide targets effective on 8/31/17 and now Kingsport MTPO has 180 days, until 2/27/18, to either agree to support Virginia’s targets or establish separate numeric targets specific to our region. MPO Staff recommends that the Executive Board agree to support and follow VDOT’s established targets.

Recommendation: Approve the Resolution as presented.

7. TDOT Consolidated Planning Grant

Action Possible Action Discussion Information

Presenter: Bill Albright

Item Summary: For decades MPO’s across the State of Tennessee and Virginia have received funding to manage and pay for their work programs, products, and projects. Two primary sources of funds are the Federal Highway Administration’s “PL” or “Planning” funds, which come with a required 20% local match, and the Federal Transit Administration’s Section 5303 or FTA Planning funds, which also includes a 20% non-federal match (typically divided into 10% state and 10% local government share). For Kingsport the MPO receives both FHWA and FTA Planning funds from TDOT with a small portion from the Virginia DOT as well. Most of these dollars are typically spent on three specific areas; salaries and fringe benefits, direct costs (office supplies, computers, etcetera) and dollars for consultant fees applied to planning documents, studies, such as the Long-Range Plan, i.e. “Kingsport Area 2040 Transportation Plan”, Corridor Studies, i.e. “Kingsport Redevelopment Corridors Study”, and other related transportation plans.

Because each MPO has the responsibility of keeping up with contracts and budgets for both sources, financial and expense record for both sources, quarterly reports for both, local book-keeping, budget tables, and appropriation of funds for various tasks within the UPWP – again, for both sources, it is apparent that operating in this manner can consume twice as much time and effort (or more). Because of this a couple of years ago TDOT began exploring the idea of combining these funds. After much debate, TDOT decided to establish a “Consolidated Planning Grant” or CPG planning fund that combines the PL dollars with the Section 5303 dollars into one grant or fund, reducing the process down to one contract, one quarterly report, one set of records, giving more flexibility for distribution within the Unified Planning Work Program. Merging planning funds will require MPO’s to process a contract amendment to the PL contract, adding the 5303 and PL dollars together. It will also require making some minor adjustments to the FY ‘18 Unified Planning Work Program, consisting of adding an explanation about the consolidated funds in the section where funding sources are discussed (page 15 in the FY 18-19 UPWP - see attachment).

8. Memorandum of Understanding (annual certification) between Kingsport MPO and Virginia Department of Transportation

- Action Possible Action Discussion Information

MPO's in both Tennessee and Virginia typically receive and approve an annual Memorandum of Understanding (MOU), or "Certification", that is jointly accepted between the local MPO's, public transit providers, local governments, and State DOT's. The MOU certifies that the MPO is conducting business and/or completing their work activities in accordance with federal, state, and local guidelines and regulations. It also certifies that the MPO is accomplishing its goals and objectives, as set forth in the annual Work Program, including completing and maintaining the Long-Range Plan, the TIP, processing contracts and financial reporting, making geographic adjustments (boundaries), supporting public participation, establishing and meeting performance measurements (new), and other agreed-upon responsibilities. A copy of the MOU, which details these, is found in the attachments.

Recommendation: Approve the Resolution as presented

9. Project Updates

- Action Possible Action Discussion Information

A list of local projects that the MTPO is either funding directly or is related to through some level of planning assistance is attached to the agenda. Staff will provide updates to these as requested by meeting attendees.

10. Public Comments

- Action Possible Action Discussion Information

Members of the public may address the Executive Board with issues related to the region's transportation system. There is a five-minute time limitation per individual and/or topic

11. Meeting Adjournment

The next scheduled Executive Board meeting date is May 17, 2018 at 10:00 A.M. in the Bob Clear Conference Room.

Sample Proxy Letter

Date

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

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

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

Signature

**KINGSPORT URBAN AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
Meeting Minutes for November 9, 2017**

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

Members Present:

Michelle Christian, Jeff Jackson, Mike McIntire, Donny Necessary, Cory Osborne, Ambre Torbett

Absent:

Jimmy Adkins

Staff Present:

Bill Albright, Chris Campbell, Tim Land, Lesley Phillips, Michael Thompson

Visitors Present:

Andy Alden – VA Tech, I-81 Corridor Coalition
Megan Allphin – Mattern & Craig
Jim Belgeri – Sullivan County Highway Dept.
Matthew Cox – VDOT Bristol
John Dew – VDOT Bristol
Troy Ebbert – TDOT
Jeff Miller – Vaughn & Melton
Cameron Parker – TDOT
Mike Russell – TDOT
Katie Schwing – VA DRPT
Angie Stanley – Sullivan County Commissioner

Recorder: Lesley Phillips

- I. **Call to Order:** Mike McIntire called the meeting to order.
- II. **Approval of Minutes:** The minutes of the September 22, 2017 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Ambre Torbett to approve the minutes and was seconded by Donny Necessary. The motion carried unanimously.
- III. **Public Comment:** Mike McIntire opened the floor for public comments. No comments.
- IV. **New Business:**
 - A. TIP Amendment # 7- Kingsport MPO-Area Apportionment of Virginia (VDOT) Rail Safety STBG Group Funding. Presented by Bill Albright/Donny Necessary. The Virginia Department of Transportation has asked the Kingsport MPO (and Bristol MPO as well) to amend their current TIP to add in to fiscal years '18, '19, and '20 an apportionment of Federal STBG funds for the MPO-area Highway-Rail Grade Crossing Safety Program. These funds are identified more specifically as AC or Advance Construction and ACC or

Advance Construction Conversion. The dollars are general in nature and will be used for various rail crossing safety improvements within Scott County. The total amount added into the TIP will be \$1,164,000. Because it is a TIP amendment (Amendment #7), Board action is required. A motion was made by Cory Osborne to approve TIP Amendment # 7 – Kingsport MPO-Area Apportionment of Virginia (VDOT) Rail Safety STBG Group Funding and was seconded by Donny Necessary. The motion carried unanimously.

- B. Kingsport MPO-Area Annual Federal Funds Obligations Report - Tennessee.** Presented by Bill Albright. Per [23 CFR 450.332](#), annually the Kingsport MPO is required to publish a list of federal funds that have been obligated on projects within the MPO area for the previous fiscal year. The list must be made available within 90 days from the end of the program year (September 30), as outlined in the Kingsport MTPO Public Participation Plan. This information (spreadsheet) is published online and available in the Kingsport Public Library, Kingsport City Hall, and the Kingsport Improvement Building for review by the public. The federal obligated funds report consists of a listing of obligated (or approved by federal agencies) phases of various projects within the Kingsport MPO area, most importantly of these is the federal obligation of “Local” STP or STBG funds. Questions on individual projects can be answered by TDOT officials. No Board action is required.
- C. Kingsport MPO-Area Annual Federal Funds Obligations Report – Virginia.** Presented by Bill Albright. Similar to TDOT and the Federal Agencies’ process, per [23 CFR 450.332](#), the Virginia Department of Transportation also requests that the Kingsport MPO publish a list of obligated projects for the previous fiscal year within 90 days from the end of the program year (September 30), as outlined in the Kingsport MTPO Public Participation Plan. This information is published online and available in the Kingsport Public Library, Kingsport City Hall, and the Kingsport Improvement Building for review by the public (Attachment included). The federal funds obligations report consists of a listing of obligated (or approved by federal agencies) phases of various projects within the Kingsport MPO area, including those where “Local” STP or STBG funds are assigned. Questions on individual projects can be answered by VDOT officials. No Board action is required.
- D. Approve a Resolution of Rankings and Additions to Kingsport MPO-Area IMPROVE Act Projects.** Presented by Bill Albright. TDOT Administrators in Nashville have requested MPO’s across the state establish a ranking of Tennessee IMPROVE act projects that are located within the portion of counties found within the MPO’s long-range planning area. For the Kingsport MPO this involves primarily portions of Sullivan and portions of Hawkins County, and a small portion of Washington County. Projects found with Sullivan, Hawkins, and Washington County that are not within Kingsport’s LRTP area will be ranked by other jurisdictions, including (but not in every case) the Bristol and Johnson City MPOs and First Tennessee RPO. Note there are numerous bridge replacement and rehabilitation projects located within the Kingsport MPO area, including Sullivan, Hawkins, and Washington Counties that are listed in the IMPROVE act. These are considered a separate category in terms of ranking projects and are not included in the MPO’s prioritization process. TDOT has selected and prioritized these on an inspection basis. The list of IMPROVE Act non-bridge projects for Sullivan, Hawkins and Washington Counties located within the MPO area was provided by TDOT’s Division of Programming and Scheduling. A suggested ranking of these projects by the MPO Staff is found in the agenda packet. Per TDOT recommendation, these were categorized by those that are ready for the right-of-way and/or construction phases versus those ready for the preliminary engineering phase only. Additional projects that the MPO Board and Staff would like considered for inclusion in TDOTs funding plan are listed separately. A suggested list from MPO Staff was included

as well. A motion was made by Michelle Christian to Approve a Resolution of Rankings and Additions to Kingsport MPO-Area IMPROVE Act Projects and was seconded by Ambre Torbett. The motion carried unanimously.

- E. Interstate 81 Coalition. Presented by Andy Alden, Executive Director Interstate 81 Coalition. The Interstate 81 Coalition was established several years ago by officials in Pennsylvania who, because of a high level of accidents and safety-oriented incidences that occurred along I-81 in their state, felt the need to establish a consortium of state and local governments and associated organizations located along Interstate 81 that would support each other in a quest to reduce crashes, fatalities, and injuries along this corridor. The Coalition was also established to promote and support initiatives to improve traffic flow along congested areas (increasing level of service) and improve economic opportunities by sharing information dealing with transportation and shipping impacts that could attract and/or grow industry, such as distribution centers or other businesses that would benefit from locating along I-81 from Canada to Tennessee (and beyond). The Coalition includes participants from several MPO's, State DOTs (particularly Virginia and Pennsylvania), and local governments, and is organized similar to other coalitions, including the national model, the I-95 Coalition, The current Executive Director is Andy Alden, who is also a Senior Research Associate with the Virginia Tech Transportation Institute in Blacksburg. Kingsport MPO Staff has attended several I-81 Coalition meetings over the past 10 years and has participated in discussion on intermodal freight movement (truck to rail) and safety training (incident management seminars). No Board Action Required.
- F. State Route 357 (Airport Parkway) North Project Recent Proposal. Presented by Bill Albright, Jim Belgeri, Troy Ebbert, Mike McIntire, Angie Stanley and Michael Thompson. Several years ago the Kingsport MPO Staff and Executive Board were involved in the study of a proposed extension to State Route 357 (or Airport Parkway) that would provide better access from Interstate 81 to U.S. 11-W (Stone Drive), and other major and minor arterials located in between, including Childress Ferry Road, Fall Creek Road, Cooks Valley Road, Memorial Boulevard (SR 126), and Orebank Road. The study looked at several different routes that led to SR 126, including two that focused more on transitioning to an improved Memorial Boulevard that would carry traffic towards John B. Dennis Highway (and not across chestnut ridge). The Airport Parkway North study and project, which suggested a 4-lane divided major arterial, was not pursued at that time and later a greater focus was given towards improving SR 126 / Memorial Boulevard, which resulted in the current initiative and recent funding to improve Phase 1 from Center Street to Cooks Valley Road. Phase 2 of Memorial involves improvements from Cooks Valley Road to Interstate 81. Currently phase I is in the right-of-way planning phase, and funding has been secured for construction through the new Tennessee IMPROVE Act.

Recently a renewed interest in the SR 357 North project has surfaced due to the selection of a nearby site for Sullivan County's new high school, which will consolidate North, South, and portions of Central high School(s). Access to the new school has some limitations, particularly to the north. Westward and eastward also has challenges, as most of the traffic will come from Interstate 81. The north access issue has been brought forth by Sullivan County government officials who have, along with MPO Staff, begun to study the options again. Within the last few weeks the Sullivan County Commission also asked TDOT to consider funding a northern "super 2-lane" (no longer an interstate-type design) from Interstate 81 to SR 126 (only). A connection from SR 126 to Stone Drive is not a part of this recent proposal. The SR 357 North project could potentially provide much better travel time and more efficient connections to communities that will feed into the new school. No

Board action is required.

- G.** Establish Calendar Year 2018 MTPO Executive Board Meetings Schedule. Presented by Bill Albright. The tentative meeting schedule for 2018 is:

February 8, 2018 at 2:00 p.m., Improvement Building – Bob Clear Conference Room

May 17, 2018 at 10:00 a.m., Improvement Building – Bob Clear Conference Room

August 9, 2018 at 2:00 p.m., Improvement Building – Bob Clear Conference Room

November 1, 2018 at 10:00 a.m., City Hall – Council Room.

A motion was made by Michelle Christian to approve the 2018 meeting schedule and was seconded by Cory Osborne. The motion carried unanimously.

V. STAFF REPORTS:

Staff provided updates on all projects,

- VI. PUBLIC HEARING:** Mike McIntire invited those attending to make comments or ask questions about any and all agenda items, transportation planning issues, activities, and/or projects that pertain to the Kingsport Area Metropolitan Transportation Planning Organization.

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

Agenda Item # 4 - 2017-2021 TIP Adjustments Overview

TIP FY17-21

ADJUSTMENTS

Adjustment #	TIP ID #	State Adjustment #	STIP #	TDOT PIN/ VDOT UPC	Project	Action	Date
1	TN-5	22	1782020	105467.01	SR-126 (Memorial Blvd) - Phase I	TDOT is replacing FY17 STBG with FY17 ACSTBG funds	1/26/2017
2	TN-2	24	1782135		TDOT - HSIP grouping	Increase FY17 HSIP funds by \$1,000,000	1/30/2017
3	TN-1	25	1782110		TDOT - NHPP grouping	increase FY17 NHPP funds by \$3,500,000	1/30/2017
4	TN-2	39	1782135		TDOT groupings in Kingsport	Add percentage definitions for HSIP, NHPP, STBG	2/14/2017
5	L-STBG-3	89		121031.00	Signalization at SR-126/Island Road	Add \$190,000 STBG funds to FY17	4/12/2017
6	L-STBG-3	148		121031.00	Signalization at SR-126/Island Road	Add \$62,372 to 'Total Project Cost' (inadvertently left out)	6/6/2017
7	L-STBG-6	206		123791.00	Press Road Resurfacing (Church Hill)	Add \$40,000 back in (inadvertently left out)	8/25/2017
8	L-STBG-3	216		121031.00	Signalization at SR-126/Island Road	Add \$164,000 to construction phase	10/11/2017
9	TN-2	226	1782135		TDOT - HSIP grouping	TDOT adding ACPHSIP in the amount of \$552,000 in FY18	10/19/2017
10	TN-7	235	1782025	105467.02	SR-126 (Memorial Blvd) - Phase II	TDOT moving \$1,000,000 of STBG funds from PE-D to PE-N Phase for FY17	12/1/2017

MEMORANDUM

TO: Metropolitan Planning Organizations (MPOs) & State Departments of Transportation (DOTs)
FROM: FHWA Division Offices & FTA Regional Offices
RE: Performance Based Planning and Programming (PBPP) Implementation Schedule

The Federal Transit Administration (FTA) Region IV office and Federal Highway Administration (FHWA) Division Offices in the Southeast (AL, FL (including PR and VI), GA, KY, MS, NC, SC and TN) would like to take this opportunity to remind **State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and providers of public transportation** of the need to adequately address the planning requirements identified in the final rule on metropolitan and statewide planning published in the Federal Register on May 27, 2016¹. This final rule addresses changes to the metropolitan and statewide planning process stemming from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) including Performance Based Planning and Programming (PBPP). It provides that updates and amendments to the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), Long-Range Statewide Transportation Plan, Statewide Transportation Improvement Program (STIP) and transportation conformity determination actions completed after May 27, 2018 must be compliant with the updated metropolitan and statewide planning rule.²

The final rule also provides that States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS). These jointly written provisions can be documented either as part of the metropolitan planning agreements required under 23 CFR 450.314 or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

Like the other performance based planning requirements, State(s), MPO(s), and providers of public transportation are required to complete the jointly written provisions in accordance with the phase in schedules described in the planning final rule³.

With respect to FHWA safety performance measures and targets⁴, written provisions are due **May 27, 2018** (2 years after the publication date of the planning rule). With respect to the FHWA's Pavement and Bridge performance measures (PM-2 Rule⁵) and system performance

¹ 23 CFR Parts 450 and 771 and 49 CFR Part 613 (Metropolitan Transportation Planning and Statewide and Non-Metropolitan Transportation Planning)

² STIP and TIP administrative modifications are exceptions per 23 CFR 450.226(d) and 23 CFR 450.340(d).

³ § 450.340 Phase-in of new requirements.

⁴ 23 CFR Part 490

⁵ 23 CFR Part 490

MEMORANDUM

TO: Metropolitan Planning Organizations (MPOs) & State Departments of Transportation (DOTs)
FROM: FHWA Division Offices & FTA Regional Offices
RE: Performance Based Planning and Programming (PBPP) Implementation Schedule

measures (PM-3 Rule⁶), jointly written provisions are due **May 20, 2019** (two years after the effective date of those rules). With respect to the greenhouse gas performance measure, written provisions would be due September 28, 2019, two years after the effective date of September 28, 2017. For additional information on the schedule to implement the FHWA performance measures, please see <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>.

The jointly written provisions to address FTA's Transit Asset Management/State of Good Repair (TAM/SGR) performance measures must be completed by **October 1, 2018** (two years after the effective date of the TAM rule⁷). As information on transit asset conditions as reported by providers of public transportation to the National Transit Database (NTD) will not be available until October 2019, providers will need to provide this information directly to their MPO. The schedule to address FTA's transit safety performance measures will be provided once the Public Transportation Agency Safety Plan Final Rule is published.

The FHWA Division Offices and the FTA Region IV Office will work with the State DOTs, MPOs, and providers of public transportation individually to assure that the transportation planning process and jointly written provisions on performance measures and targets meet the requirements as noted above. The Federal Highway Administration has recently published a [timeline](#) titled *Performance Measures & Asset Management Plan -Key Implementation Dates* on its [TPM website](#). The timeline provides a comprehensive listing of key dates and associated requirements for FHWA, State departments of transportation (DOTs), and metropolitan planning organizations to implement Transportation Performance Management (TPM). Should you have any questions regarding this matter, please contact your FHWA Division and/or FTA Region IV contact at the e-mail address/phone number provided below:

FHWA Division:

Alabama: Clint Andrews, clint.andrews@dot.gov, 334-274-6346
Florida/Puerto Rico /USVI: Karen Brunelle, karen.brunelle@dot.gov, 850-553-2218
Georgia: Andy Edwards, andrew.edwards@dot.gov, 404-562-3659
Kentucky: Bernadette Dupont, bernadette.dupont@dot.gov, 502-223-6729
North Carolina: Eddie Dancausse, edward.dancausse@dot.gov, 919.747.7026
South Carolina: Jessica Hekter, jessica.hekter@dot.gov, 803-765-5458
Yolanda Morris, yolanda.morris@dot.gov, 803-253-3877
Tennessee: Theresa Claxton, theresa.claxton@dot.gov, 615.781.5772

FTA Region IV: Keith Melton, keith.melton@dot.gov, 404.865.5614

⁶ 23 CFR Part 490

⁷ 49 CFR Parts 625 and 630

RESOLUTION BY THE EXECUTIVE BOARD

OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

**SUPPORTING THE 2014-2018 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AS
ESTABLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION**

WHEREAS, The Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) that mandated the establishment of a performance and outcome based program for transportation decisions that was carried forward in the Fixing America’s Surface Transportation (FAST) Act; and

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

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

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

WHEREAS, the Tennessee Department of Transportation (TDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2017 in their State HSIP Annual Report; and

WHEREAS, the Kingsport MTPO will support TDOT’s Safety Performance Measure Targets;

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

The Kingsport MTPO hereby adopts TDOT’s 2014-2018 Targets for all of the required Safety Performance Measures specified in the FAST Act by agreeing to plan and program projects that support the state’s established targets as shown in Attachment A.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

Attachment A

Tennessee Department of Transportation

Safety Performance Measure Targets were based on a 5 year rolling average (2014-2018) and were reported to FHWA by TDOT on August 31, 2017.

Performance Measure	Target
Number of Fatalities	1021.4
Number of Serious Injuries	7630.8
Fatality Rate	1.337
Serious Injury Rate	9.982
Number of Non-Motorized Fatalities and Serious Injuries	493.2

**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
SUPPORTING THE 2014-2018 SAFETY PERFORMANCE MEASURE TARGETS FOR THE COMMONWEALTH OF
VIRGINIA AS ESTABLISHED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, The Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) that mandated the establishment of a performance and outcome based program for transportation decisions that was carried forward in the Fixing America’s Surface Transportation (FAST) Act; and

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

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

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

WHEREAS, the Virginia Department of Transportation (VDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2017 in their State HSIP Annual Report; and

WHEREAS, the Kingsport MTPO will support VDOT’s Safety Performance Measure Targets;

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

The Kingsport MTPO hereby adopts VDOT’s 2014-2018 Targets for all of the required Safety Performance Measures specified in the FAST Act by agreeing to plan and program projects that support the commonwealth’s established targets as shown in the attached letter/document.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

Agenda Item # 6 - MPO Letter of Support For VDOT Safety Measures

February 8, 2018

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Engineering Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

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

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT target, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five performance targets.

By supporting any of the VDOT targets we agree to plan and program projects to contribute toward achieving the State target, and must not only consider safety, but increase the safety of the transportation system. Details of the methodology used to estimate VMT for our MPO area within Virginia for establishing our rate targets is provided in the additional information section below.

Methodology Summary

	VDOT	MPO	If MPO, applicable data analysis method
Number of fatalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Rate of fatalities per 100 million vehicle miles traveled (VMT)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Number of serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Rate of serious injuries per 100 million VMT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Number of non-motorized fatalities and non-motorized serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.

Additional Information on Methodology

Enter data analysis information here if other was selected.



Selected Targets

Future Target Annual Reduction Values (default is VDOT target)

Fatality Reduction	2.0%
Serious Injury Reduction	5.0%
Non-Motorized Reduction	4.0%
VMT % Increase	1.5%

2018 Safety Performance Targets

Fatalities	69
Fatality Rate	0.59
Serious Injuries	692
Serious Injury Rate	6.50
Non-Motorized Fatalities and Serious Injuries	15

We acknowledge MPO targets are reported to VDOT, and will be made available to FHWA upon request. Our 2018 safety targets are submitted for each performance measures on all public roads within 180 days after the VDOT reported its statewide targets, which falls on February 27th, 2018.

For questions or comments, please contact me at billalbright@kingsporttn.gov and (423) 224-2677.

Respectfully,

William A. "Bill" Albright

*Kingsport MPO
C/O City of Kingsport Tennessee
201 West Market Street
Kingsport, TN 37660*

ratio for these funds is 80% Federal, 10% State (TN and VA), and 10% Local. Planning activities undertaken by State DOT Staff (TN and VA) will be funded primarily with State Planning and Research (SPR) Funds. The matching ratio for these funds is 80% Federal and 20% State. The MTPO is advised each year of its funding allocations prior to the development of the UPWP. Note un-spent funds from previous years can be carried over and utilized in current and future years. For Tennessee Section 5303 it should be noted any unspent funds remaining at the time of contract expiration will be returned to the Multi-Modal Division for reallocation. Table 3 (page 59) indicates the amount of carry-over funds scheduled for use in the Fiscal Year 16-17 Work Program. Distribution of fund allocations by task among the local agencies is the responsibility of the MTPO. Tables 1 (page 57) and 2 (page 58) at the end of this document provides a summary of funding allocations by task, agency, and agency participation by funding source.

Adjustment to 18-19 UPWP – February 8, 2018; Consolidated Planning Grant

“Tennessee receives a direct apportionment of FHWA Section 112 Metropolitan planning (PL) funds and Federal Transit Administration (FTA) Section 5303 planning funds. As of FY 2018 TDOT and the Kingsport MPO will now participate in the Consolidated Planning Grant (CPG) Program, where FHWA and FTA planning funds are combined into a single fund administered by FHWA. The funds are distributed to the MPOs and administered by TDOT’s LRPD in accordance with 23 CFR 420.109. The PL distribution formula gives each MPO a base amount plus an amount based on their 2010 Census Urbanized Area Population and the formula also retains a small portion for TDOT to use for the benefit of all the MPOs. The distribution formula for the 5303 funds is based on each MPO’s 2010 Census Urbanized Area Population.

The funds originating with FHWA require a 20% local match, resulting in an 80% Federal/20% Local split. The funds originating with FTA also require 20% matching funds. TDOT provides half of the match, resulting in an 80% Federal/10% State/10% Local split”.

The Transportation Planning Process

The metropolitan transportation planning process was established in the early 1970’s by Congress and assigned to and administered by the United State Department of Transportation. Congress and various institutions identified the need to better plan for growing transportation and traffic problems and issues throughout the country. MTPOs were established in urbanized areas that included not just core cities, but the surrounding metropolitan areas, which includes suburbs and satellite cities. The transportation planning process was implemented by MTPOs following a set of guidelines, goals and objectives that included the “3-C” process – comprehensive, cooperative, and continuing that in essence, described how the federal, state, and local governments wanted the process to be carried out. The process includes the collection of data on transportation system and operations, including traffic counts, crash records, land use data, inventory of infrastructure, and demographic data. The process includes development of a long-range plan as well as a short term program of projects. The process also includes the development of various alternative improvements strategies based upon public priorities and fiscal constraint. Ultimately, the goal of the process, which typically

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE KINGSFORT METROPOLITAN PLANNING AREA**

This agreement is made and entered into as of _____, 2018 by and between the Commonwealth of Virginia hereinafter referred to as the Commonwealth; the State of Tennessee hereinafter referred to as the State; the Kingsport Metropolitan Transportation Planning Organization hereinafter referred to as the MPO; Kingsport Area Transit hereinafter referred to as the Public Transportation Provider, and the City of Kingsport serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at [23 CFR 450 Subpart C](#), and

WHEREAS, the regulations at [23 CFR 450.314](#) direct that the MPO, state(s), and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, the Commonwealth, the State, and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Kingsport metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

Article 1

Planning and Modeling Boundaries

The MPO is responsible as the lead for coordinating transportation planning and programming in the Kingsport metropolitan transportation planning area (MPA) that extends beyond the Kingsport urbanized area and includes the City of Kingsport, City of Church Hill, City of Mount Carmel, portions of Sullivan, Hawkins and Washington Counties in Tennessee; and Weber City, Gate City, and a portion of Scott County in Virginia. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor(s). The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20 year long range plan forecast period. The boundaries will be reviewed by the

MPO and the state at least after each Census decennial update, to adjust the MPA boundaries as necessary. Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the state for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2

MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the Transportation Technical Committee. The MPO shall establish and follow rules of order and record. The Policy Board and Transportation Technical Committee each shall be responsible for electing a chairman with other officers elected as deemed appropriate. These committees and their roles are described below. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

(A) The Policy Board serves as the MPO's policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the performance based Constrained Long Range Transportation Plan (CLRP); and
- the performance based Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the adoption of performance measure targets in accord with federal law and regulations that are applicable to the MPO metropolitan planning area; and
- the reporting of targets and performance to be used in tracking progress toward attainment of critical outcomes for the MPO region [450.314]; and
- the Public Participation Plan

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The Policy Board and the MPO will comply and certify compliance with applicable federal requirements as required by [23 CFR 450.336](#), The Policy Board and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at [2.2-3700 et sequel](#).

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the Governor for the State of Tennessee
- One representative participating on behalf of the Commonwealth of Virginia's Secretary of Transportation,
- Locally elected officials representing each County, independent City, Town or other appropriate representation within the metropolitan transportation planning area.

The individual voting representatives may be revised from time to time as designated by the respective government or agency. Elected officials of the Commonwealth and the State may also serve on the MPO. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board will be identified and updated on the MPO's website with contact information.

(B) The Transportation Technical Committee provides technical review, supervision and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the Transportation Technical Committee will be updated by the Policy Board, and will be identified online with contact information.

(C) Regular Meetings – The Policy Board and Transportation Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public. Any meetings and records concerning the business of the MPO shall comply with Freedom of Information Act requirements.

Article 3

Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Kingsport Metropolitan Planning Area during the next one or two year period shall be documented and prepared annually by the Staff and the Transportation Technical Committee in

accord with 23 CFR 450.308 and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the state(s) for funding the activities. Any changes in transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.

Article 4 Participation Plan

The Policy Board shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45 day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The states may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of [23 CFR 450.316](#). The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5 Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the Commonwealth, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years, and address no less than a 20 year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR §450.316 and in accordance with the procedures outlined in the Participation

Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP .

Development of the Transportation Improvement Program (TIP)

To the extent that funds are reasonably available, the projects to be included in the financially constrained TIP shall be developed by the MPO, with assistance from the Commonwealth, the State, and the Public Transportation Provider(s). The TIP shall cover a minimum four year period and shall be updated at least every four years, or more frequently as determined by the states to coincide and be compatible with Statewide Transportation Improvement Program development and approval process.

The states shall assist the MPO and Public Transportation Provider(s) in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The states and the Public Transportation Provider(s), assisted by the states, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the state and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the Policy Board the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the states. After approval by the MPO and the Governors, the states shall incorporate the TIP, without change, into the STIPs. The incorporation of the TIP into a STIP demonstrates a Governor's approval of the MPO TIP. Once complete, the STIP(s) shall be forwarded by the state(s) to FHWA and FTA for review and approval.

Article 6

Financial Planning and Programming, and Obligations

The Commonwealth, the State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively

developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324(f)(11)) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR §450.324 and §450.326 respectively with highway, public transportation and other transportation with project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the Commonwealth and the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The Public Transit Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the Commonwealth, the State, and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR on the MPO's website and in accordance with the MPO's Public Participation Plan criteria for the TIP..

Article 7

Performance Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the Commonwealth, the State, and the Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance based planning activities in the MPO UPWP.

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the Commonwealth, the State and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant state(s) and public transportation provider(s) establish or update the statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the states and Public Transit Provider(s) of whether the MPO: 1) has selected "to contribute toward the accomplishment" of the statewide target(s) selected by the state(s), or 2) has identified and committed to meet a specific quantitative target selected by the Public Transportation Provider(s) or the MPO for use in the MPO's planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the Commonwealth for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the Commonwealth no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and

program projects “to contribute toward the accomplishment” of each of the statewide performance measure targets, the Commonwealth will conduct the performance analyses for the MPO’s metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the Commonwealth will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the Commonwealth, including information that was compiled and provided by the Commonwealth on the metropolitan planning area’s performance to inform the development of appropriate performance targets. The MPO may use the Commonwealth’s performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO’s transportation performance targets, recent performance history and status will be identified and considered by the MPO’s Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest Commonwealth’s performance measure status information available and posted online by the Commonwealth regarding the metropolitan planning area at the time of the MPO’s Technical Committee recommendation of the draft MPO long range plan or draft TIP and to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO’s transportation performance targets, recent performance history and status will be identified and considered by the Policy Board and the MPO in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest state performance measure status information available and posted online by the Commonwealth and the State regarding the metropolitan planning area at the time of the MPO’s Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State(s)

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), a state is the lead party responsible for continuous highway travel data measurement and collection. The Commonwealth and the State shall measure, collect data, and provide the federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. The Commonwealth and the State shall provide such highway analyses for recommending targets and reporting on federal performance history and status not only on a statewide basis but also on the portions of each state's MPO metropolitan planning areas. The findings of each state's highway performance analyses will inform the development or update of statewide targets.

Summary performance analyses and proposed statewide targets shall be released by the Commonwealth and the State with notice for at least a 15 day public review and comment period 21 days or more before the statewide highway safety federal performance measures are annually selected, and a 15 day public review and comment period 21 days or more before the statewide highway non-safety federal performance measures are biennially selected. The Commonwealth and the State public notices shall concurrently provide a summary of the state recommendations and supporting information statewide, as well as for each state's metropolitan planning area's corresponding federally required performance targets. During the public review and comment opportunity period, the MPO and Public Transportation Provider(s) shall ensure that they inform the state(s) of any special data or factors that should be considered by the state(s) in the setting of the statewide performance targets and in making recommendations for each metropolitan planning area's targets.

All statewide highway safety targets and performance reports are annually due from the state(s) to FHWA beginning August 31, 2017 and each year thereafter. The statewide highway non-safety performance two and four year targets are due for establishment from the state(s) initially no later than May 20, 2018 for use with each state's biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target adjustments, is due by October 1, 2020. Thereafter, state biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the Commonwealth, the State, and the Public Transportation Provider(s), the state(s) shall maintain, post online, and update a summary of the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.

The Public Transportation Provider(s)

For the metropolitan areas, public transportation providers are the lead parties responsible for continuous public transit data measurement and collection,

establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the Commonwealth, the State, and the Public Transportation Providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). The Public Transportation Provider(s) shall update and report to the Commonwealth and the State in an electronic format within 21 days from every January 31st to identify the new or updated public transit asset management and safety performance targets, and report on the public transit performance history and status relative to the targets. This annual information on targets and performance from the Public Transportation Provider(s) is necessary for use and reference by the state(s) and the affected MPO(s). The Public Transportation Provider(s) shall provide their transit asset management targets initially by 1/1/17 and every January 1st thereafter, such that the MPO shall establish and provide MPO targets within 180 days later and annually thereafter.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

Chairman
Kingsport Metropolitan
Transportation Planning Organization

WITNESS BY _____
DATE _____

Secretary of Transportation
Commonwealth of Virginia

WITNESS BY _____
DATE _____

WITNESS BY _____

Commissioner of Transportation
State of Tennessee

DATE _____

President-Chief Executive Officer
Kingsport Area Transit

WITNESS BY _____

DATE _____

Manager
Kingsport Metropolitan
Transportation Planning Organization

WITNESS BY _____

DATE _____

DRAFT

PROJECT UPDATES

KINGSPORT/SULLIVAN COUNTY

- Greenbelt – West End*
- Greenbelt – East End
- Stone Drive Sidewalk – Phase I
- Stone Drive Sidewalk – Phase II
- Warriors Path/Lebanon Road Trail*
- Indian Trail South
- Main Street Rebuild
- Lynn Garden Drive Signal System
- SR 126/Island Road Signal
- Island Road Improvements*
- Cross-Town Connector (Sevier Ave)*
- SR 126 – Phase I
- SR 93 Improvements – 3 sections
- Rock Springs Road Rebuild
- KATS Transit Center
- Wilcox Drive to Meadowview Parkway
- Sullivan Street – Phase III (Roller Street to Lynn Garden Drive)*

VIRGINIA

- Weber City US 23 Bridge over North Fork
- Kane St/Jones St/SR 71 – Corridor Improvements
- US 23 Access Management (Weber City, Gate City)*

HAWKINS COUNTY

- Englewood Signal
- Belmont/11W Median
- Press Road Resurfacing
- Hammond Avenue - Safety

COMPLETED

- Riverport Road Stabilization
- Wilcox Drive Sidewalk
- Sullivan Street/Clay Street Signal
- Greenbelt – Reedy Creek Bridge
- Greenbelt – Buffalo Grasslands Boardwalk
- Enterprise Place

* Planned projects