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MEMORANDUM

To: Kingsport MTPO Executive Board
CC: Subscribed Interested Parties
From: Bill Albright, Transportation Planning Manager
Lesley Phillips, Transportation Planner
Date: July 18, 2018
Subject: MTPO Executive Board Meeting

Please see the attached agenda for the next meeting of the Kingsport MTPO Executive Board, to be held **Thursday, July 26, 2018 at 2:00 P.M. (EDT), in the Improvement Building (Bob Clear Conference Room) in Downtown Kingsport, Tennessee.**

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

- **Minutes of May 3, 2018 Meeting**
- **FY17-21 TIP Amendments**
- **Scott County Virginia Smart Scale Projects – Resolution of Support**
- **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 attached. The minutes from the last Executive Board meeting are also attached.



AGENDA

Kingsport MTPO Executive Board

July 26, 2018 at 2:00 PM (EDT)

Improvement Building, Bob Clear Conference Room

201 West Market Street, Kingsport, TN 37660

1. Executive Board Welcome

2. Approval of Minutes from May 3, 2018 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. FY17-21 Transportation Improvement Program (TIP) Amendments

☒ Action ☐ Possible Action ☐ Discussion ☐ Information

Presenter: Bill Albright/Lesley Phillips

Item Summary:

AMENDMENT #10:

Hammond Avenue – Mount Carmel

Because of a long-standing problem dealing with vehicle crashes, the Town of Mount Carmel asked TDOT to conduct a safety study, or Roadway "Safety Audit" Report (RSAR), on Hammond Avenue from Main Street to Lloyds Chapel Road (approximately 2 miles). In the completed report TDOT included a variety of recommended low-cost improvements, such as various pavement markings, signage, and guardrails. The study also determined that the crash rate on Hammond was significantly higher than average for an urban collector and, thus, qualified for federal safety funds. These safety improvements were subsequently placed on a list of projects eligible for Highway Safety Improvement Program (HSIP) funding. However, recently TDOT re-evaluated the criteria for eligibility and determined that the rolling average for crash rates has now dropped below the threshold for funding and, consequently, rescinded the HSIP funding. The MTPO Staff researched other means of funding that would qualify and recommended using Local STBG funds in place of the safety funds, allowing the project to proceed. The TIP amendment will initially assign \$60,000 in STBG funding to the project, which does not require a local match. In addition the contract generated by this action will designate TDOT as the project manager and, with some adjustments, follow the previous Safety Audit's recommendations. The Executive Board is being asked to approve the resolution supporting this project and amending it into the current TIP.

TDOT Amendment #148

TDOT has submitted documentation for State Amendment #148 to add a new state project to our TIP. The project is on State Route 93 in Washington County (section from near Davis Road to near Fire Hall Road). This is one of three sections scheduled for improvement along SR 93 from the Sullivan Gardens area to Interstate 81, all of which are funded through the Tennessee IMPROVE Act. This project consists of flattening the existing horizontal curves, improving intersection sight distance, and widening the road from two to three lanes with curb and cutter and sidewalks. This TIP Amendment is for the construction phase during FY19 using federal and state STBG funds. The PE-D and ROW phases were included in the previous TIP.

Performance Management Addendum

As part of the Performance Management implementation process MPOs must add the Performance Management language to their TIP and Long Range Plan as those documents are updated or amended. This addendum includes general information about Performance Management plus the adopted targets for PM1 (Safety). The addendum will be updated in the future to include the targets for PM2 (Pavement and Bridge Condition), PM3 (System Performance/Freight/CMAQ), and Transit Asset Management as required.

5. Virginia Smart Scale Projects– Resolution of Support

■ Action □ Possible Action □ Discussion □ Information

Presenter: Bill Albright

Item Summary: The Virginia Department of Transportation established the “Smart Scale” grant program to allow local governments and institutions the opportunity to apply for state and federally-funded transportation projects in their area. The program operates on a competitive basis, whereby a scoring system is utilized to prioritize and award projects. Every other year project applications are submitted from local governments and within MPO areas as well. For those projects found inside the MPO boundaries, these applications must be endorsed and supported by the MPO Executive Board. For FY ‘19 two Kingsport MTPO-area projects are being submitted within the MPO boundaries in Scott County. These are; improvements to the intersection of Kane Street and U.S. 23/58 in Gate City, and improvements to the intersection of U.S. 23 with U.S. 58 (“Hilton Highway”). More detailed descriptions of these projects are included in the agenda packet. The Executive Board has been asked to issue a resolution in support of these projects.

Recommendation: Approve the Resolution as presented.

6. Project Updates

□ Action □ Possible Action ■ Discussion ■ Information

The attached list of projects are either directly linked to MTPO planning work and/or funding or, in some manner, related through local government, TDOT, VDOT, or federal agencies. Questions or comments on these can be addressed at today’s meeting or contact MTPO staff for additional information.

7. 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.

8. Meeting Adjournment

The next scheduled Executive Board meeting date is November 1, 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 METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION
Meeting Minutes for May 3, 2018**

City Hall Council Room 1:00 P.M.
225 W. Center Street, Kingsport, TN

Members Present:

Jimmy Adkins, Michelle Christian, Russ Davis, Mike Housewright, Mike McIntire, Donny Necessary, Ambre Torbett

Absent:

Staff Present:

Bill Albright, Chris Campbell, Susan Doran, Lesley Phillips, Candace Sherer, Michael Thompson

Visitors Present:

Blake Ailor – VDOT
Randy Busler – TDOT
Randy Dodson – Mattern & Craig
Troy Ebbert – TDOT
Mitchell Elliott – MEOC (Big Stone Gap, VA)
Candace Gump – FTHRA/Net Trans
Jeff Jackson – Mount Carmel
Dexter Justis – TDOT
Johanna Montgomery – Healthy Kingsport
Mike Russell – TDOT
Loyd Slaughter Jr. – CBC Tire and Towing
Ken Taggart – Autokraft Automotive

Recorder: Susan Doran

- I. **Call to Order:** Mike McIntire called the meeting to order.
- II. **Approval of Minutes:** The minutes of the February 8, 2018 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Jimmy Adkins to approve the minutes and was seconded by Michelle Christian. The motion carried unanimously.
- III. **Public Comment:** Mike McIntire opened the floor for public comments. No comments.
- IV. **New Business:**
 - A. Election of Executive Board Vice-Chair. Presented by Bill Albright. According to Article IV of the Kingsport MTPO Bylaws, during the first meeting of each year it is necessary to elect a vice-chairman to conduct activities of the board in the absence of the chairman. The current Vice-Chairman is Jimmy Adkins. A motion was made by Donny Necessary to re-elect Jimmy Adkins as Vice-Chairman and was seconded by Ambre Torbett. The motion carried unanimously.

- B. FY17-21 Transportation Improvement Program (TIP) Amendments.** Presented by Bill Albright/Lesley Phillips/Chris Campbell. Amendments to the TIP require Executive Board action. There are two TIP amendments to be considered. TIP Amendment #8 removes two projects from the current TIP, programs additional funds to an existing project, and adds a new project. TIP amendment #9 adds anticipated FTA 5310 funds to the Kingsport Area Transit Service portion of the TIP for enhanced mobility of seniors and disabled individuals. A motion was made by Jimmy Adkins to approve TIP Amendment #8 and was seconded by Michelle Christian. The motion carried unanimously. A motion was made by Michelle Christian to approve TIP Amendment #9 and was seconded by Ambre Torbett. The motion carried unanimously.
- C. Performance Measure Memorandum of Understanding - TDOT.** Presented by Bill Albright. Consideration of a resolution to enter into and abide by a MOU with the Tennessee Department of Transportation (TDOT) and Public Transportation Providers for cooperatively developing, sharing, and reporting information related to performance measures and performance targets in the Tennessee portion of the Kingsport MTPO planning area as required by 23 CFR 450.314 (h). A motion was made by Ambre Torbett to approve the Performance Measure Memorandum of Understanding (TDOT) resolution and was seconded by Michelle Christian. The motion carried unanimously.
- D. Performance Measure Memorandum of Understanding - VDOT.** Presented by Bill Albright. Consideration of a resolution to enter into and abide by a MOU with the Commonwealth of Virginia/Department of Transportation (VDOT) and Public Transportation Provider for cooperatively developing, sharing, and reporting information related to performance measures and performance targets in the Virginia portion of the Kingsport MTPO planning area as required by 23 CFR 450.314 (h). A motion was made by Jimmy Adkins to approve the Performance Measure Memorandum of Understanding (VDOT) resolution and was seconded by Donny Necessary. The motion carried unanimously.
- E. Unified Planning Work Program – Adjustment for Consolidated Planning Grant – TDOT.** Presented by Bill Albright. Amendments to the UPWP require Executive Board action, whereas administrative adjustments are done in-house. However, it is the staff's policy to provide information on adjustments to the Executive Board to maintain communication and changes to any important documents, such as the Unified Planning Work Program, Transportation Improvement Program, and the Long Range Plan. Recently TDOT announced that the two separate operating funds that most MPO's receive, FHWA PL and FTA Section 5303, would now be merged in to one funding category and source. Because of this adjustment, the budget pages in the work program have to be adjusted in order to indicate the combined fund, which is now Consolidated Planning Grant. Where PL or Section 5303 funds were previously listed in the work task tables, it is now labeled PL 80/20 and PL 80/10/10. In the future one contract will be issued with both funds combined. This will also reduce the quarterly reports down to one for the CPG. No Board action required.
- F. Unified Planning Work Program – Adjustment for 5303 Funds and Adoption of FY19 Element – VDOT.** Presented by Bill Albright. The current Work Program covers two fiscal years and is identified as the Fiscal Years 2018-2019 Unified Planning Work Program (UPWP). VDOT considers FY19 separately and, therefore, for FY19 the Virginia element portion of the UPWP must be approved by the Executive Board. The Virginia Department of Rail and Public Transportation (DRPT) provides a small annual allocation of Federal Transit Administration (FTA) Section 5303 funds for the Kingsport MTPO to use on multi-

modal planning activities. The 5303 fund is listed in the Work Program, which sometimes is put together before a dollar amount is announced. Because of this, the number in the work program budget is an estimate and must be adjusted later. Although it's only a \$73 difference, the UPWP will be adjusted to match the contract. This will be included in the Virginia FY19 Element of the UPWP. No other items in the FY19 Virginia UPWP will be changed. A motion was made by Donny Necessary to approve the FY19 Virginia UPWP and increase the Virginia Section 5303 funds and was seconded by Jimmy Adkins. The motion carried unanimously.

- G. Long Range Transportation Plan Executive Summary. Presented by Bill Albright. With assistance from MTPO Staff, the 2040 Long Range Plan was completed by consultants and adopted by the Executive Board several months ago. At the time of adoption, the Executive Summary was not finalized. Some additional items, including various projects and spreadsheets, were needed that related to the Tennessee IMPROVE Act. This also required some additional contractual clarification and the Long Range Plan Executive Summary required some additions and adjustments. The final version of the Executive Summary was distributed to all Executive Board members and includes a list of financially constrained study area projects. It also includes some valuable mapping products that describe the growth patterns of Kingsport in terms of population, employment, and traffic volumes. No Board action required.
- H. Kingsport Area Transit Services (KATS) Update. Presented by Chris Campbell. A consultant recently completed a Comprehensive Operational Analysis for KATS. The last study was conducted almost 10 years ago. A brief presentation was given by Chris and a handout summarizing the results of the study were provided to the Executive Board. There has been a 138% increase in ridership since the last study. Other topics included in the study are general ridership characteristics, proposed/recommended routes, rideshare program, ridership and operating expenses, 10-year capital plan and a financial plan for KATS. Progress continues to be made on the new transit facility located in the triangle-shaped lot at the intersection of Sullivan Street and Main Street in Downtown Kingsport. The estimated completion date is March 2019. No Board action required.
- I. Corridor and Other Planning Studies – Updates. Presented by Bill Albright.

I-81/ I-26 Scenario Plan - MTPO staff is currently finalizing a study of the area in and around the Interstate 81 / Interstate 26 interchange. This land use and transportation plan is based upon the concept of “scenario planning”, whereby various potential growth patterns could occur, which dictates the traffic flow (volume and direction) along the interstates and collector or service roads that access nearby development. A mixture of suggested development types include single and multi-family residential, high-intensive retail, office and related business sites, and wholesale/warehousing. The trips attracted and generated were studied and, when completed, the plan should provide a list of recommended roadway improvements to efficiently serve adjacent businesses as well as resident areas and also move regional traffic effectively in and out of the interchange.

Moreland Drive Connector - Moreland Drive, which was built by the Sullivan County government in the 1970's, is a minor arterial that serves in part as a secondary conduit for traffic leading from, and going to, the Eastman Chemical plant area, Downtown Kingsport, Colonial Heights area, and points south and westward. However, despite the 4-lane capacity that has the look and character of a major arterial, it does not carry the volume of traffic it is capable of and the land adjacent or nearby has not developed as was

anticipated (there are a few sporadic businesses, a couple of subdivisions, plus two schools). The Moreland Drive corridor has considerable undeveloped properties, nearby water and sewer, and potential traffic flow that could attract more residential and business locations. More importantly, with excess capacity Moreland Drive could potentially siphon off and alleviate some of the traffic from Fort Henry Drive that seems to be getting worse every year. The MTPO staff study addresses these issues and will conclude with a set of recommended roadway improvements to manage current and future traffic.

Area Park and Ride (Commuter) Study - A few years ago “Park and Ride” lots and accompanying programs got a considerable amount of attention because of the price of fuel. Today, while gas prices are down, the concept of sharing a ride through a van-pool commuter service still has merit and substantial benefits. This MTPO study evaluates the potential for a park and ride program in the Kingsport area that would transport work-based trips (commuter) to destinations such as Bristol, Johnson City, Duffield, and points in Hawkins County. Lots would be located near high-density population areas and destinations would be major employers (and possibly institutions). The cost and driving responsibilities would be shared by passengers. Recommendations will focus on four items; (1) the specific location of lots, (2) specific employment destinations, (3) the shared cost per passenger, and (4) the schedule of service.

V. STAFF REPORTS:

Staff provided updates on 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. Ken Taggart spoke about his concerns regarding SR36 (comments in audio file).

VII. ADJOURNMENT: There being no other business a motion was made by Jimmy Adkins to adjourn the meeting and was seconded by Michelle Christian. The motion carried unanimously.

**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
AMENDING THE KINGSPORT AREA FY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP AMENDMENT #10

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

WHEREAS, the Kingsport MTPO is responsible for programming funds for transportation projects in the Transportation Improvement Program (TIP); and

WHEREAS, the Kingsport Area FY 2017-2021 TIP is a document that continually evolves and needs amended; and

WHEREAS, the Memorandum of Understanding between the State of Tennessee and the Kingsport MTPO outlines the requirements to amend the TIP; and

WHEREAS, the Executive Board of the Kingsport MTPO and the State of Tennessee wish to amend the FY 2017-2021 TIP by adding new state project TN-8 (SR-93 Spot Improvements), adding new local project L-STBG-10 (Hammond Avenue Safety Improvements), and including an addendum for Performance Management in the TIP as identified and detailed in the attached TIP pages for Amendment #10; and

WHEREAS, TIP amendments comply with the requirements of the Kingsport MTPO's Public Participation Plan; and

WHEREAS, the Kingsport MTPO staff used criteria from Federal Metropolitan Transportation Planning regulations found in 23 CFR 450.216 and 450.326 to ensure compliance, and

WHEREAS, in accordance with requirements of the U.S. Department of Transportation, amendments to the Transportation Improvement Programs are to receive final approval from the Executive Board of the local Metropolitan Transportation Planning Organization.

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

The proposed amendment to the Tennessee portion of the Kingsport Metropolitan Transportation Planning Organization FY 2017-2021 Transportation Improvement Program, which shall be known as TIP Amendment #10, is hereby approved as presented.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

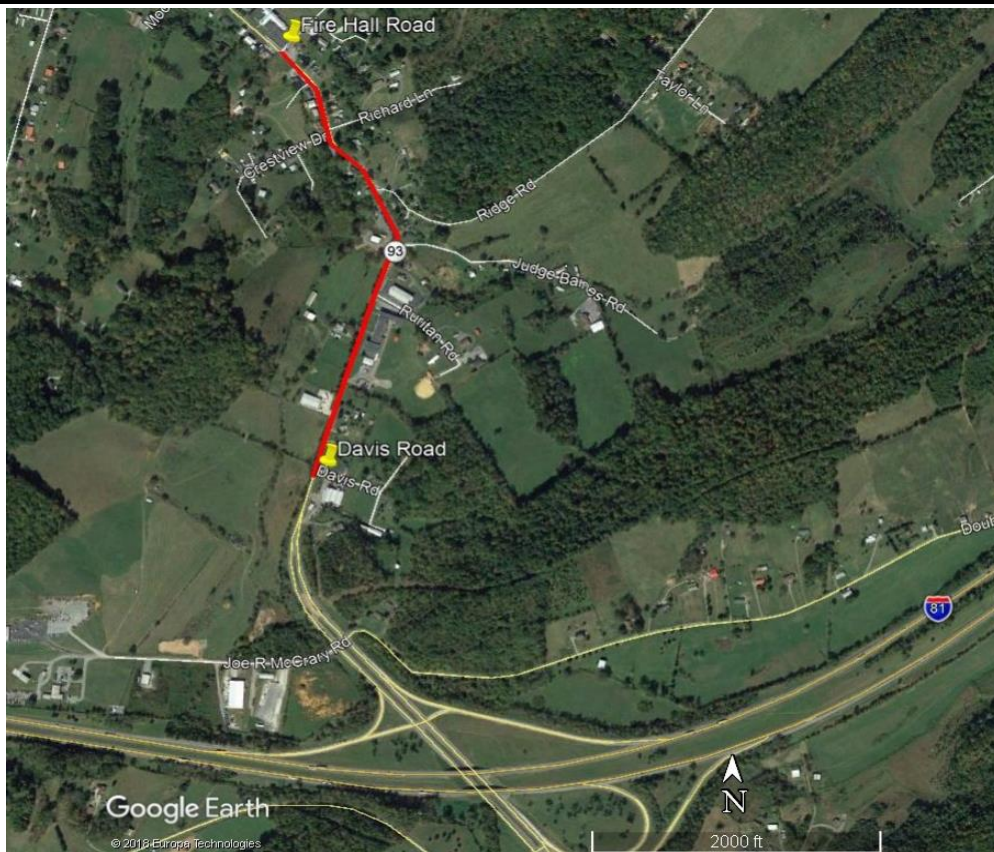


NEW PAGE

TIP #	TN-8	TDOT PIN# / VA UPC#	112834.01	Priority	Lead Agency	TDOT	
STIP #	1790130						
County	WASHINGTON	Length	0.8	L RTP Page #	4-5	Conformity Status	N/A
Route/Project Name	SR - 93				Total Project Cost	\$14,782,000	
Termini or Intersection	FROM NEAR DAVIS ROAD TO NEAR FIRE HALL ROAD (TPR OPTION 5, SPOT IMPROVEMENT 1&2) (IA)						
Project Description	FLATTEN THE EXISTING HORIZONTAL CURVES AND IMPROVE INTERSECTION SIGHT DISTANCE, WIDEN FROM 2 TO 3 LANES WITH CURB & CUTTER AND SIDEWALKS						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY19	CONST	STBG	\$7,100,000	\$5,680,000	\$1,420,000	\$0

Remarks	Amendment Number	10	Adjustment Number	
TDOT AMENDMENT #148				

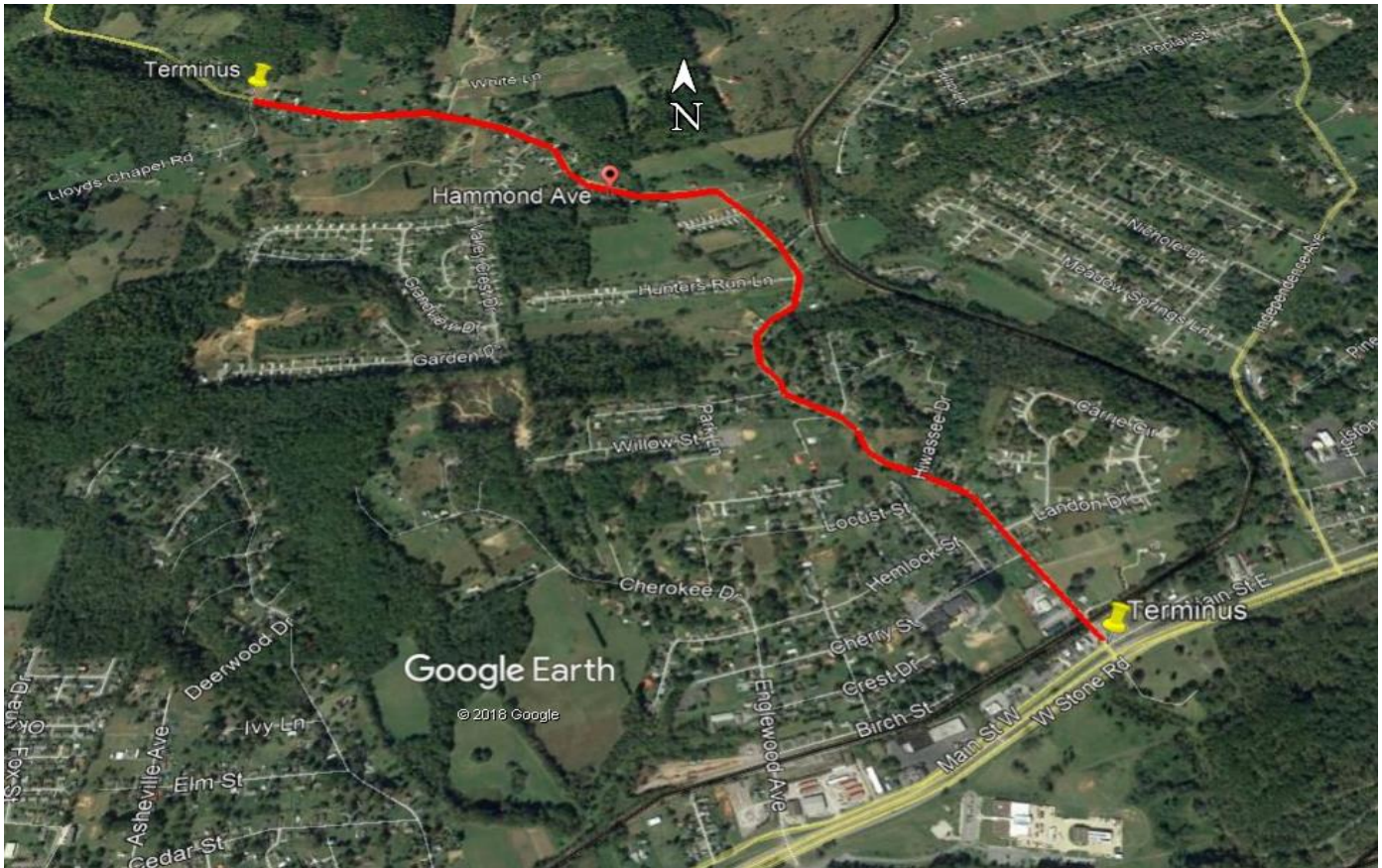




TIP #	L-STBG-10	TDOT PIN # / VA UPC#		Priority		Lead Agency	TDOT
County	HAWKINS	Length	1.92 miles	L RTP Page #	4-52 & 7-1	Conformity Status	N/A
Route/Project Name	HAMMOND AVENUE - SAFETY IMPROVEMENTS					Total Project Cost	\$60,000
Termini or Intersection	WEST MAIN STREET TO LLOYDS CHAPEL ROAD						
Project Description	SAFETY IMPROVEMENTS INCLUDING SIGNAGE, PAVEMENT MARKINGS, GUARDRAILS, ETC.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-19	PE-N, PE-D, ROW, CONST	L-STBG	\$60,000	\$60,000	\$0	

Remarks	Amendment Number	10	Adjustment Number	



Kingsport MTPO 2017 - 2021 TIP Highway Funding Summary

Tennessee Highway Totals for FY 17

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
ACNHPP (State)	\$9,400,000	\$0	\$9,400,000	\$0	\$0	\$0	\$0
ACSTBG (State)	\$24,000,000	\$0	\$24,000,000	\$0	\$0	\$0	\$0
HSIP	\$1,155,934	\$1,040,341	\$115,593	\$0	\$0	\$0	\$0
PHISP	\$16,250	\$16,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$3,890,900	\$3,112,720	\$778,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$2,460,542	\$1,968,434	\$492,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$3,404,000	\$3,023,500	\$392,800	\$288,000	-\$380,500	\$1,760,000	\$1,379,500
TAP - Gen	\$940,000	\$752,000	\$0	\$188,000	\$0	0	0
O & M (Local)	\$14,200,000	\$0	\$0	\$14,200,000	\$0	0	0
Totals:	\$59,467,626	\$9,913,245	\$35,178,682	\$14,676,000	\$0	1,760,000	1,379,500

*The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STBG funds
\$484,000 added from previous TIP

Tennessee Highway Totals for FY 18

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
HSIP	\$2,155,934	\$1,940,341	\$215,593	\$0	\$0	\$0	\$0
ACPHSIP	\$552,000	\$0	\$552,000	\$0	\$0	\$0	\$0
PHSIP	\$553,250	\$553,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$390,900	\$312,720	\$78,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$1,460,542	\$1,168,434	\$292,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$4,300,300	\$700,300	\$3,600,000	\$0	\$679,200	\$1,446,018	\$2,125,218
TAP - Gen	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O & M (Local)	\$14,342,000	\$0	\$0	\$14,342,000	\$0	\$0	\$0
Totals:	\$23,754,926	\$4,675,045	\$4,737,881	\$14,342,000	\$679,200	\$1,446,018	\$2,125,218

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

Tennessee Highway Totals for FY 19

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
HSIP	\$155,934	\$140,341	\$15,593	\$0	\$0	\$0	\$0
PHSIP	\$16,250	\$16,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$390,900	\$312,720	\$78,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$1,460,542	\$1,168,434	\$292,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$4,600,000	\$3,680,000	\$0	\$920,000	-\$1,554,782	\$1,446,018	-\$108,764
O & M (Local)	\$14,485,420	\$0	\$0	\$14,485,420	\$0	\$0	\$0
Totals:	\$21,109,046	\$5,317,745	\$385,882	\$15,405,420	-\$1,554,782		

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

Tennessee Highway Totals for FY 20

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
HSIP	\$155,934	\$140,341	\$15,593	\$0	\$0	\$0	\$0
PHISP	\$16,250	\$16,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$390,900	\$312,720	\$78,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$1,460,542	\$1,168,434	\$292,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$700,000	\$560,000	\$0	\$140,000	-\$668,764	\$1,446,018	\$777,254
O & M (Local)	\$14,630,274	\$0	\$0	\$4,121,204	\$0	\$0	\$0
Totals:	\$17,353,900	\$2,197,745	\$385,882	\$4,261,204	-\$668,764	\$1,446,018	\$777,254

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

Tennessee Highway Totals for FY 21

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available unprogrammed Balance
ACNHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHISP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S-STBG (State)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$2,500,000	\$2,000,000	\$0	\$500,000	-\$1,222,746	\$1,446,018	\$223,272
O & M (Local)	\$14,776,577	\$0	\$0	\$14,776,577	\$0	\$0	\$0
Totals:	\$17,276,577	\$2,000,000	\$0	\$15,276,577	\$0	\$0	\$0

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

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

Kingsport MTPO 2017 - 2021 TIP Highway Funding Summary

Tennessee Highway Totals for FY 17

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
ACNHPP (State)	\$9,400,000	\$0	\$9,400,000	\$0	\$0	\$0	\$0
ACSTBG (State)	\$24,000,000	\$0	\$24,000,000	\$0	\$0	\$0	\$0
HSIP	\$1,155,934	\$1,040,341	\$115,593	\$0	\$0	\$0	\$0
PHISP	\$16,250	\$16,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$3,890,900	\$3,112,720	\$778,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$2,460,542	\$1,968,434	\$492,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$3,404,000	\$3,023,500	\$392,800	\$288,000	-\$380,500	\$1,760,000	\$1,379,500
TAP - Gen	\$940,000	\$752,000	\$0	\$188,000	\$0	0	0
O & M (Local)	\$14,200,000	\$0	\$0	\$14,200,000	\$0	0	0
Totals:	\$59,467,626	\$9,913,245	\$35,178,682	\$14,676,000	\$0	1,760,000	1,379,500

*The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STBG funds
\$484,000 added from previous TIP

Tennessee Highway Totals for FY 18

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
HSIP	\$2,155,934	\$1,940,341	\$215,593	\$0	\$0	\$0	\$0
ACPHSIP	\$552,000	\$0	\$552,000	\$0	\$0	\$0	\$0
PHSIP	\$553,250	\$553,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$390,900	\$312,720	\$78,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$1,460,542	\$1,168,434	\$292,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$4,300,300	\$700,300	\$3,600,000	\$0	\$679,200	\$1,446,018	\$2,125,218
TAP - Gen	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O & M (Local)	\$14,342,000	\$0	\$0	\$14,342,000	\$0	\$0	\$0
Totals:	\$23,754,926	\$4,675,045	\$4,737,881	\$14,342,000	\$679,200	\$1,446,018	\$2,125,218

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

Tennessee Highway Totals for FY 19

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
HSIP	\$155,934	\$140,341	\$15,593	\$0	\$0	\$0	\$0
PHSIP	\$16,250	\$16,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$390,900	\$312,720	\$78,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$8,560,542	\$6,848,434	\$1,712,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$4,660,000	\$3,740,000	\$0	\$920,000	-\$1,614,782	\$1,446,018	-\$168,764
O & M (Local)	\$14,485,420	\$0	\$0	\$14,485,420	\$0	\$0	\$0
Totals:	\$28,269,046	\$11,057,745	\$1,805,882	\$15,405,420	-\$1,614,782		

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

Tennessee Highway Totals for FY 20

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogrammed Balance
HSIP	\$155,934	\$140,341	\$15,593	\$0	\$0	\$0	\$0
PHISP	\$16,250	\$16,250	\$0	\$0	\$0	\$0	\$0
NHPP	\$390,900	\$312,720	\$78,180	\$0	\$0	\$0	\$0
S-STBG (State)	\$1,460,542	\$1,168,434	\$292,108	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$700,000	\$560,000	\$0	\$140,000	-\$728,764	\$1,446,018	\$717,254
O & M (Local)	\$14,630,274	\$0	\$0	\$4,121,204	\$0	\$0	\$0
Totals:	\$17,353,900	\$2,197,745	\$385,882	\$4,261,204	-\$728,764	\$1,446,018	\$717,254

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

Tennessee Highway Totals for FY 21

Funding Source	Total Programmed Funds	Programmed Federal Funds	Programmed State Funds	Programmed Local Funds	Surplus / Deficit **	Annual Allocation	Available unprogrammed Balance
ACNHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHISP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S-STBG (State)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
L-STBG (Local)*	\$2,500,000	\$2,000,000	\$0	\$500,000	-\$1,282,746	\$1,446,018	\$163,272
O & M (Local)	\$14,776,577	\$0	\$0	\$14,776,577	\$0	\$0	\$0
Totals:	\$17,276,577	\$2,000,000	\$0	\$15,276,577	\$0	\$0	\$0

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

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

Addendum #1:

Performance Measures



Transportation Improvement Program 2017-2021

About the Transportation Improvement Program

The Transportation Improvement Program (TIP) is a four-year work program that lists all regionally significant and federally funded transportation projects and service enhancements scheduled across the Kingsport MPO planning area. The program includes projects for all modes of surface transportation including highways and streets, public transportation, and walking and bicycling. Any project included in the TIP must be consistent with, or be selected from an approved Long Range Transportation Plan (LRTP). Additionally, the TIP must be fiscally constrained by anticipated revenues, or identify funding mechanisms currently in place to pay for the proposed work. The FYs 2017-2021 TIP was adopted by the Kingsport MPO Executive Board on November 3, 2016.

- For access to a PDF version of the TIP document, visit:
<https://www.kingsporttn.gov/city-services/kmtpo/plans-and-documents/tip/>
- Any feedback or questions can be sent to: MTPO@KingsportTN.gov

Purpose of the Addendum

In 2012, Congress passed and the President signed into law Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs.

The current Fixing America's Surface Transportation Act (FAST Act) continues MAP-21's overall performance approach, and ensures that State DOT's and MPO's invest in projects that collectively make progress toward the seven National Goals, listed below, established by Congress (these goals are also listed in the TIP on page 12 and also in the LRTP in Section 2.1).

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 (NHS).
4. **System Reliability** - To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - To improve the national 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. **Reduced 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.

The Kingsport MPO will be required to establish performance targets, and track progress towards target achievement, for a number of measures related to safety, pavement and bridge condition, travel time reliability, and traffic congestion. These requirements are outlined through a series of rules published in the Federal Register (23 CFR Part 490).

This addendum fulfills the MPO's requirement to include a description in the TIP of the anticipated effect of the TIP toward achieving targets related to safety performance measures listed in Figure 1 (Tennessee) and Figure 2 (Virginia).

Safety Performance Measures Target-Setting

The final rule on safety performance measures target setting was the first of a series of rules related to target setting, effective April 14, 2016. Safety performance measures regulations in support of the Highway Safety Improvement Program (HSIP) require State DOTs and MPOs assess the following on all public roads covered by HSIP:

- Number of Fatalities
- Fatality Rate (per 100 Million VMT)
- Number of Serious Injuries
- Serious Injury Rate (per 100 Million VMT)
- Number of Non-motorized Fatalities and Serious Injuries

MPOs may establish HSIP targets by either (1) agreeing to plan and program projects so they contribute toward the accomplishment of the state HSIP target or (2) committing to a quantifiable HSIP target for the metropolitan planning area.

On February 8, 2018, the Executive Board of the Kingsport MTPO voted to support the Tennessee Department of Transportation's and Virginia Department of Transportation's safety performance measure targets by planning and programming projects so they contribute to the accomplishment of these targets, thereby fulfilling the aforementioned requirements related to safety performance measure target setting established under MAP-21 and the FAST Act. These targets, along with baseline information, can be found in Figure 1.

By agreeing to plan and program projects so they contribute toward the accomplishment of the state HSIP target, the Kingsport MTPO agrees to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and the State's HSIP targets for those measures in the long range transportation plan (LRTP)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the LRTP, linking investment priorities in the TIP to those safety targets

Safety Performance Measures Targets (2014-2018)

Figure 1 (Tennessee) and Figure 2 (Virginia) show targets established by the states and supported through resolution by the Executive Board of the Kingsport MTPO. The Safety Performance Management Final Rule defines the aforementioned measures as the five-year rolling averages for:

- **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
- **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

- **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
- **Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The five-year rolling average is calculated by adding the number of fatalities or serious injuries for the consecutive five-year period, dividing by five, and rounding to the nearest tenth decimal place.

Figure 1 State of Tennessee Established Statewide Targets

PERFORMANCE MEASURES	BASELINE	TARGET
	2012-2016	2014-2018
Number of Fatalities	995.6	1,021.4
Fatality Rate	1.358	1.337
Number of Serious Injuries	7,319.4	7,630.8
Serious Injury Rate	9.976	9.982
Number of Non-motorized Fatalities and Serious Injuries	434.6	493.2

Figure 2 Commonwealth of Virginia Established MPO Targets

PERFORMANCE MEASURES	TARGET
	2018
Number of Fatalities	69
Fatality Rate	0.59
Number of Serious Injuries	692
Serious Injury Rate	6.50
Number of Non-motorized Fatalities and Serious Injuries	15

While FHWA will determine whether a State DOT has met or made significant progress toward meeting these targets, it will not directly assess MTPO progress toward meeting HSIP targets. The MTPO will continue to review these performance measures and will be required to update these targets annually, with the next update required by February 27, 2019.

Implementation Schedule for Establishing Targets

The establishment of safety performance measure targets represents the fulfillment of requirements related to the first rulemaking, effective April 14, 2016. In the near-term, the Kingsport MTPO will be required to establish targets for performance measures outlined in the following Federal rulemakings:

- **PM 2 – Pavement and Bridge Condition:** 23 CFR Part 490 Subparts A, C & D
- **PM 3 – System Performance/Freight/CMAQ:** 23 CFR Part 490 Subparts A, E, F, G & H
- **Transit Asset Management:** 49 CFR Parts 625 and 630

Figure 2 Implementation Schedule

	Safety	Pavement and Bridge Condition	System Performance/Freight/CMAQ	Transit Asset Management
Effective Date	April 14, 2016	May 20, 2017	May 20, 2017	October 1, 2016
State Deadline	August 31, 2017	May 20, 2018	May 20, 2018	October 1, 2018 <i>(for transit providers)</i>
MPO Deadline	February 27, 2018	November 16, 2018	November 16, 2018	March 30, 2019

TIP Impacts

All projects utilizing federal funding in the TIP are selected from the region's Long Range Transportation Plan (LRTP). Future projects will be subject to a thorough 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 TIP. More information on project evaluation and selection can be found beginning on Page 11 of the TIP (in the section titled 'Project Priorities and Criteria') and in the LRTP in section 2.3 (Project Evaluation Criteria) and Appendix II. Based on this, the program of projects and investment priorities included in the TIP prioritize a reduction in serious and fatal crashes in the MTPO planning area. The impacts of the TIP program support achievement of state safety performance measure targets, and can contribute to a further reduction of fatalities and serious injuries by prioritizing a reduction in these averages throughout the MTPO region.

Progress, Monitoring, and Next Steps

The establishment of MTPO targets for the PM2 and PM3 measures will result in updates to this addendum. A broader discussion of TIP impacts on established targets will be included in the FY 2020-2023 TIP, due in 2019.

Under current federal law, the MTPO's Long Range Transportation Plan must be updated at least once every five years. As such, the 2040 LRTP will be replaced by the 2045 LRTP during calendar year 2022.

Major revisions to the adopted LRTP and TIP will be carried out, as needed, in the form of formal amendments. Prior to adoption of an amendment, a public notice is published in accordance with the procedures contained in the MTPO's Public Participation Plan.

Proposed amendments will be posted to the MTPO's website at the following link:
<https://www.kingsporttn.gov/city-services/kmtpo/>

RESOLUTION OF SUPPORT BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) FOR SCOTT COUNTY VIRGINIA'S SMART SCALE PROJECT SUBMISSIONS

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

WHEREAS, the Board recognizes the importance of prioritizing transportation projects for funding by the Commonwealth Transportation Board based on an objective and fair analysis applied statewide, as set forth in the General Assembly's House Bill 2 (HB2) effective as of July 1, 2014; and

WHEREAS, the Board recognizes the new transportation funding formula set forth in House Bill 1887 and approved by the Virginia General Assembly in February 2015 and the High-Priority Project Program, as defined in §33.2-370 as the statewide competitive funding program and the Highway Construction District Grant Programs, as defined in §33.2-371 as the Bristol District competitive funding program; and

WHEREAS, the Board recognizes that applicable projects submitted by eligible localities within the Kingsport urbanized area will be scored on five weighted factors as follows: Economic Development (35%), Safety (30%), Accessibility (15%), Congestion Mitigation (10%), and Environmental Quality (10%); and

WHEREAS, the Board recognizes that applicable projects must meet a defined need according to the VTRANS2040 statewide transportation vision document and be located within a corridor of statewide significance, within an identified regional network, and/or within a local urban designated growth area, or specifically address a safety issue; and

WHEREAS, the Board acknowledges that Scott County, Virginia has identified four transportation projects that meet the criteria set forth in House Bill 2 with two of these projects being located within the Kingsport urbanized area, and

WHEREAS, the Smart Scale (formerly known as HB2) projects identified within the Kingsport urbanized area are the US23/US58 at Kane Street project and the US23 at Hilton Road project, as detailed in Attachment A.

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

The Executive Board of the Kingsport MTPO approves and supports Scott County, Virginia's submission of the aforementioned projects, detailed in Attachment A, via the Smart Scale application process for the FY2020 Six Year Improvement Program Cycle, with the candidate project pre-application submission deadline of June 1, 2018 and full application submission deadline of August 1, 2018. Furthermore, the Executive Board of the Kingsport MTPO does encourage and implore the Commonwealth Transportation Board and the Virginia Department of Transportation to fund these projects and supports any and all such efforts.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

ATTACHMENT A

US 23/US 58 at Kane Street Turn Lane Improvements:

The proposed project involves extending the existing turn lanes located at the US Route 58/US Route 23 and Kane Street signalized intersection. As part of this project, the westbound left-turn lane and the eastbound left and right-turn lanes will be lengthened to meet current VDOT standards (i.e., 200 feet of storage with a 200 foot taper). The existing westbound left-turn lane's storage will be extended by approximately 50 feet. The eastbound left-turn lane's storage and taper lengths will be extended by 25 feet and 125 feet, respectively. The eastbound right-turn lane's storage and taper will be extended by 125 feet and 100 feet, respectively. Due to the grades located on the south side of US Route 58, a retaining wall will be required to accommodate the extended eastbound right-turn lane.

US 23/Hilton Road Turn Lane and Access Modifications:

The proposed project involves partially restricting access to a gas-station by converting its existing southbound left-turn lane on US Route 58/US Route 23 into a channelized left-over, preventing left-turns out of the development. In addition, this turn-lane will be shifted slightly to the south to better accommodate U-turns with construction of a "loose", which provides additional space to allow vehicles to turn around and travel northbound on US Route 58/US Route 23. The existing access driveway to the gas-station will be modified to accommodate a left-turn from US Route 58/US Route 23 only and all other movements restricted. As part of these median modifications, the southbound left-turn lanes at the signalized intersection of US Route 58/US Route 23 at Hilton Road will be extended slightly, by approximately 100 feet.



Service Layer Credits: Source:Esri, DigitalGlobe, GeoEye, Earth star Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

U.S. 23/58 at Kane Street

SCOTT COUNTY
SMARTSCALE APPLICATION 2018

Legend

Proposed RW

Proposed Easement

Existing RW

0

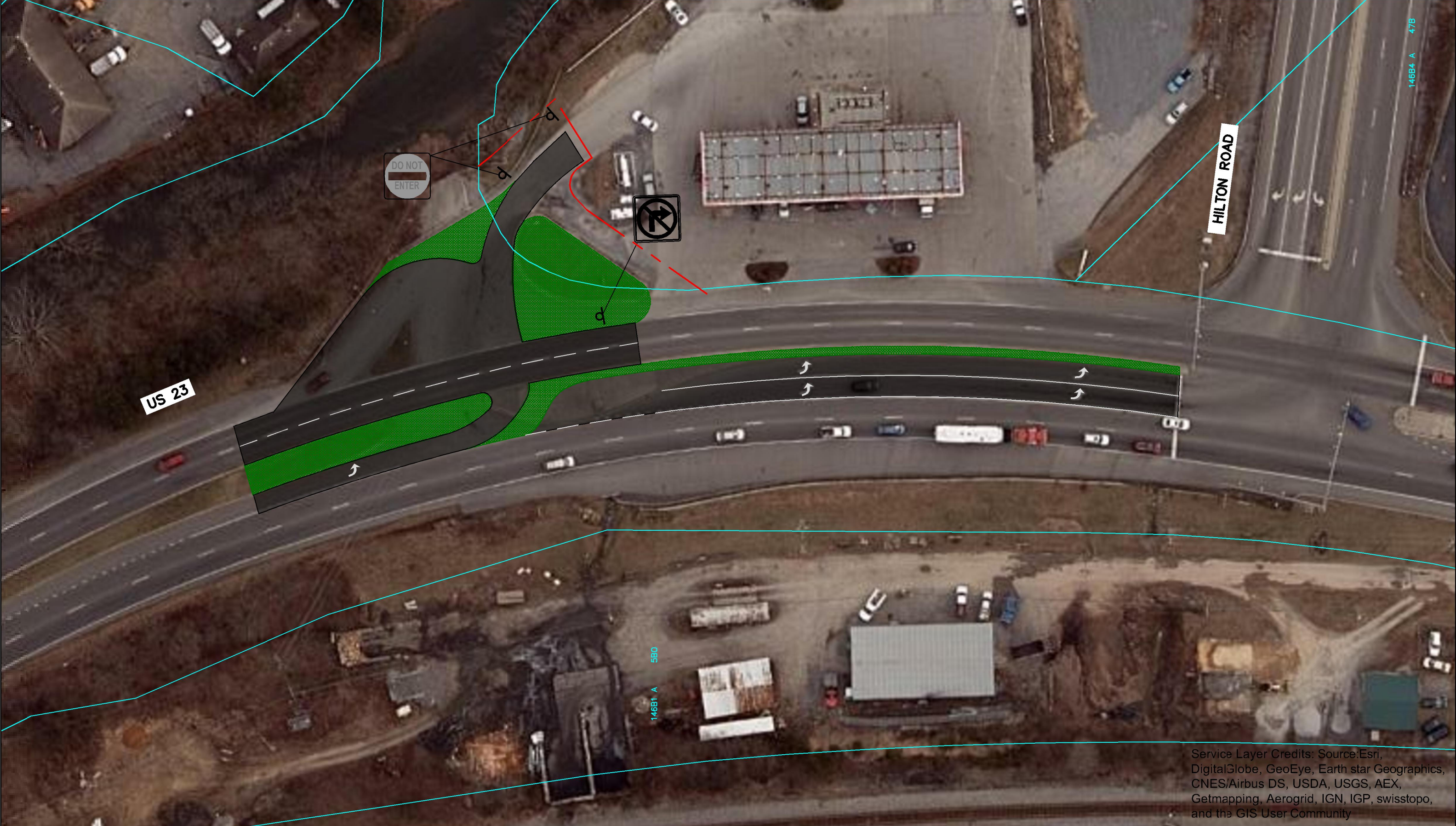
50

100

200

GRAPHIC SCALE IN FEET

NORTH



Service Layer Credits: Source:Esri, DigitalGlobe, GeoEye, Earth star Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

U.S. 23 AT HILTON ROAD ACCESS MODIFICATIONS

SCOTT COUNTY
SMARTSCALE APPLICATION 2018

Legend

Proposed RW

Proposed Easement

Existing RW

0

25

50

100

GRAPHIC SCALE IN FEET

NORTH

PROJECT UPDATES

KINGSPORT/SULLIVAN COUNTY

- Greenbelt – West End*
- Greenbelt – East End
- Stone Drive Sidewalk – Phase I
- Stone Drive Sidewalk – Phase II
- 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
- SR 36 (SR 75 to I-81)*
- 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)*

* Planned projects

HAWKINS COUNTY

- Englewood Signal
- Belmont/11W Median
- Press Road Resurfacing
- Independence Avenue – Safety Audit
- Hammond Avenue – Safety Improvements

RECENTLY COMPLETED

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

- Ozone Report