

Bill Albright
Transportation Planning Manager

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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: January 31, 2019
Subject: MTPO Executive Board Meeting

Please see the attached agenda for the next meeting of the Kingsport MTPO Executive Board, to be held **Thursday, February 7, 2019 at 1:30 P.M., in the City Hall Council Room in Kingsport, Tennessee.**

There are six action items:

- **Minutes of November 1, 2018 Meeting**
- **Election of Executive Board Vice Chair**
- **Adoption of Updated Targets for PM1 – Tennessee**
- **Adoption of Updated Targets for PM1 – Virginia**
- **FY17-21 TIP Amendment**
- **State Route 357 North Study Request**

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

Executive Board members who are unable to attend may designate a proxy in writing to represent you. A sample proxy letter is attached.



AGENDA

**Kingsport MTPO Executive Board
February 7, 2019 at 1:30 PM
City Hall Council Room
225 West Center Street, Kingsport, TN 37660**

1. Executive Board Welcome

2. Approval of Minutes from November 1, 2018 Meeting (Vote Required)

3. Public Comment on Agenda Items

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 at the end of the meeting during the Public Hearing section.

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

Presenter: Bill Albright/Lesley Phillips

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

5. Performance Measures (PM1) – Tennessee (Vote Required)

Presenter: Bill Albright/Lesley Phillips

Item Summary: In February 2018, the Executive Board voted to adopt TDOT's Safety Performance Targets (PM1) for the five-year reporting period of 2014-2018. These targets are updated annually and will roll ahead one year to cover the reporting period of 2015-2019. Staff recommends the MTPO continue to support TDOT's targets as outlined in the attached resolution.

Recommendation: Approve the Resolution as presented.

6. Performance Measures (PM1) – Virginia (Vote Required)

Presenter: Bill Albright/Lesley Phillips

Item Summary: In February 2018, the Executive Board voted to adopt VDOT's Safety Performance Targets (PM1) for the five-year reporting period of 2014-2018. These targets are updated annually and will roll ahead one year to cover the reporting period of 2015-2019. Staff recommends the MTPO continue to support VDOT's targets as outlined in the attached resolution.

Recommendation: Approve the Resolution as presented.

7. FY17-21 Transportation Improvement Program (TIP) Amendment (Vote Required)

Presenter: Lesley Phillips

Item Summary: The City of Kingsport has applied for a Transportation Alternatives (TAP) Grant for construction of the Greenbelt West End Extension (Rotherwood Drive to Lewis Lane). If received, this grant will cover 80% of the cost for the construction phase only. This TIP Amendment will add the Greenbelt West End Extension project to the TIP and will use STBG funds to cover 80% of the preliminary engineering (environmental and design) and right-of-way phases. Currently, the construction phase is listed as 100% local funds. If the TAP grant is received, a TIP adjustment will be completed to change the funding type.

Recommendation: Approve the Resolution as presented.

8. State Route 357 North Study (Vote Required)

Presenter: Bill Albright

Item Summary: Sullivan County wants to request that TDOT complete a study on the development of State Route 357/Airport Parkway "North" from Interstate 81 to State Route 126/Memorial Boulevard. TDOT studied this project several years ago but it was set aside for possible future consideration. Sullivan County is asking for MTPO support for this request. A Resolution of Support and additional information is included in this agenda packet.

Recommendation: Approve the Resolution as presented.

9. Upcoming Items: Bi-State Planning Agreement, UPWP (FY 20-21), TIP (FY 20-23)

Presenter: Bill Albright/Lesley Phillips

Item Summary: An updated Bi-State Planning Agreement is currently in the review process. Also, over the next several months we will be developing a new Unified Planning Work Program (UPWP) for fiscal years 2020 and 2021 and a new Transportation Improvement Program (TIP) for fiscal years 2020 through 2023.

10. Project Updates

The attached list of projects are either directly linked to MTPO planning work and/or funding or 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.

11. Public Comments

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.

12. Meeting Adjournment

Sample Proxy Letter

Date

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

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

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

Signature

**KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
EXECUTIVE BOARD**

Meeting Minutes for November 1, 2018

City Hall Council Room 10:00 A.M.
225 W. Center Street, Kingsport, TN

Members Present:

Jimmy Adkins, Blake Ailor, Chris Jones, Mike McIntire, Mike Russell, Ambre Torbett

Absent:

Chase Milner

Staff Present:

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

Visitors Present:

Randy Busler – TDOT
Randy Dodson – Mattern & Craig
Mitchell Elliott – MEOC
Jason Farmer – TDOT
Eric Kerney – SCHD
Erica Seals – Healthy Kingsport
Emily Wood – FTHRA/NET Trans

Recorder: Susan Doran

- I. **Call to Order:** Mike McIntire called the meeting to order.
- II. **Approval of Minutes:** The minutes of the September 20, 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 Blake Ailor. The motion carried unanimously.
- III. **Public Comment:** Mike McIntire opened the floor for public comments. No comments.
- IV. **New Business:**
 - A. FY17-21 Transportation Improvement Program (TIP) Amendment # 12. Presented by Bill Albright/Lesley Phillips. Amendments to the TIP require Executive Board action. Kingsport Area Transit Service (KATS) has been awarded FTA 5339(b) discretionary funds by TDOT Multimodal. This program provides funding for capital purchases. The funding match level represents a 61% federal/29% state/10% local split. Any 5339(b) funds to be used in the Kingsport urbanized area must be included in our TIP. A motion was made by Ambre Torbett to approve TIP Amendment # 12 and was seconded by Jimmy Adkins. The motion carried unanimously.
 - B. Performance Measures (PM2 and PM3) - Tennessee. Presented by Bill Albright. Federal regulations require states and MPOs to establish targets for performance measures under three separate areas related to the federal-aid highway program.

These three performance management areas are known as PM1 for safety, PM2 for pavement and bridge conditions and PM3 for system performance/freight reliability/CMAQ. TDOT established targets for PM2 and PM3 and now the MTPO has 180 days (until 11/16/18) to either agree to support the state targets or establish targets specific to the region. Mike McIntire expressed concern about the TDOT targets being lower than the TDOT baseline. Bill Albright indicated he would mention this to TDOT and get a better explanation of how the targets were determined. MTPO Staff recommends that the Executive Board agree to support and follow TDOT's established targets. A motion was made by Chris Jones to approve the Performance Measures (PM2 and PM3) Resolution for Tennessee and was seconded by Ambre Torbett. The motion carried unanimously.

- C. Performance Measures (PM2 and PM3) - Virginia. Presented by Bill Albright. Federal regulations require states and MPOs to establish targets for performance measures under three separate areas related to the federal-aid highway program. These three performance management areas are known as PM1 for safety, PM2 for pavement and bridge conditions and PM3 for system performance/freight reliability/CMAQ. VDOT established targets for PM2 and PM3 and now the MTPO has to either agree to support the state targets or establish targets specific to the region. MTPO Staff recommends that the Executive Board agree to support and follow VDOT's established targets. A motion was made by Jimmy Adkins to approve the Performance Measures (PM2 and PM3) Resolution for Virginia and was seconded by Blake Ailor. The motion carried unanimously.
- D. Annual List of Priority Projects. Presented by Bill Albright. Annually, the Tennessee Department of Transportation (TDOT) requests input on TDOT-sponsored transportation projects in the Kingsport MTPO area to be included in TDOT's Three-Year Work Program. These major projects are managed by TDOT and have traditionally been funded with TDOT resources that are available to the state, whether it be federal or state funds. TDOT has provided a list of projects under consideration for the Three-Year Work Program. The proposed rankings were emailed to Executive Board members and Technical Coordinating Committee members on October 10 for review/feedback and was also included in the agenda packet which was emailed to the General Mailing List on October 22. TDOT also allows projects to be added for consideration. These are state projects, not local projects. The top six projects are the projects TDOT asked us to rank; the bottom four projects are the projects we have added. The Kingsport MTPO staff proposes the rankings on the spreadsheet. For ranking purposes, we looked at the Phase the project is in. Obviously, a project that is ready for the Construction phase is further along in the process than a project that is ready for the Right-of-Way phase. Likewise, a project that is ready for Right-of-Way phase is further along than a project that is ready for Preliminary Engineering (PE). There are three projects that are ready for Construction (ranked 1, 2, 3), one project ready for Right-of-Way (ranked 4), and two projects ready for PE (ranked 5, 6). The projects MTPO staff added are ranked last (7, 8, 9, 10). The Executive Board can choose to accept the proposed rankings or alter them. Executive Board members recommended adding the ITS expansion along I-26 project as # 8 in the project ranking and shift the current # 8 project to # 9 and so forth. Chris Jones made a motion to amend the Annual List of Priority Projects and add the ITS expansion along I-26 project as # 8 in the project ranking and was seconded by Ambre Torbett. The motion carried unanimously. A motion was then made by Chris Jones to approve the Annual List of Priority Projects as amended and was seconded by Jimmy Adkins. The

motion carried unanimously.

- E. Annual Federal Funds Obligation. Presented by Bill Albright. Per 23 CFR 450.334, annually the Kingsport MTPO is required to publish a list of federal funds (FHWA and FTA) that have been obligated on projects within the MTPO area for the previous fiscal year. The list must be made available within 90 days from the end of the program year (September 30). As outlined in the Kingsport MTPO Public Participation Plan, this information is published online and is also available for public review in the Kingsport Public Library, Kingsport City Hall, and the Kingsport Improvement Building. Obligation Reports for Tennessee were included in the agenda packet. Virginia's Obligation Reports are not available at this time; when available, they will be posted to the MTPO website and in public locations as required. Questions on individual projects can be answered by TDOT officials or VDOT officials. No Board action required.

- F. 2019 Executive Board Meeting Dates. Presented by Lesley Phillips. The board members were asked if they preferred pre-scheduled meetings for 2019 or if they preferred meetings to be scheduled as needed when agenda items came up. The board members indicated they would prefer pre-scheduled meetings for 2019 and it would be good if the meetings could be coordinated with Bristol's MPO meetings. Lesley Phillips said she would coordinate with Bristol MPO to schedule the meetings for 2019 and then she will send a list of meeting dates to the General Mailing List via email. No Board action required.

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.

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

Agenda Item #5 - Performance Measures (PM1) - Tennessee

RESOLUTION BY THE EXECUTIVE BOARD

OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

SUPPORTING THE 2015-2019 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AS ESTABLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION

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

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 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, 2018 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 2015-2019 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 (2015-2019) and were reported to FHWA by TDOT on August 31, 2018.

Performance Measure	Baseline 2013-2017	Target 2015-2019
Number of Fatalities	1000.6	1022.0
Fatality Rate	1.329	1.291
Number of Serious Injuries	7227.6	7374.6
Serious Injury Rate	9.594	9.324
Number of Non-Motorized Fatalities and Serious Injuries	467.4	546.8

Agenda Item #6 - Performance Measures (PM1) - Virginia

RESOLUTION BY THE EXECUTIVE BOARD

OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

SUPPORTING THE 2015-2019 SAFETY PERFORMANCE MEASURE TARGETS FOR THE COMMONWEALTH OF VIRGINIA AS ESTABLISHED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION

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

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 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, 2018 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 2015-2019 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

February 7, 2019

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:

Kingsport MTPO 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 safety 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 and summary information here if other method was selected above.

Selected Targets

Future Target Annual Percent Reduction Values

*(default is Virginia 5-year average target annual reduction)**

Fatality Reduction	-3.15%
Fatality Rate Reduction	-1.4%
Serious Injury Reduction	1.15%
Serious Injury Rate Reduction	2.65%
Non-Motorized Reduction	0.3%
VMT % Increase	1.5%

*A positive value is a reduction and a negative value is an increase percentage.

2019 Safety Performance Targets – Kingsport MTPO

Fatalities	1
Fatality Rate	1.07
Serious Injuries	16
Serious Injury Rate	25.92
Non-Motorized Fatalities and Serious Injuries	1

We acknowledge MPO targets are reported to VDOT, and will be made available to FHWA upon request. Our 2019 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on February 27th, 2019.

For questions or comments, please contact me at LesleyPhillips@KingsportTN.gov and 423-224-2670.

Respectfully,

Lesley Phillips
Kingsport MTPO
Transportation Planner
201 W Market Street
Kingsport, TN 37660

**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 #13

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 MTPO wishes to amend the FY2017-2021 TIP by adding new Project #L-STBG-11 (Greenbelt West End Extension) as identified and detailed in the attached TIP pages for Amendment #13; 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 #13, is hereby approved as presented.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date



TIP # TDOT PIN# / VA UPC# Priority Lead Agency

County Length LRTP # Conformity Status

Route/Project Name Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY19	PE-N, PE-D	STBG	\$100,000	\$80,000	\$0	\$20,000
FY20	ROW	STBG	\$144,000	\$115,200	\$0	\$28,800
FY21	CONST	LOCAL	\$800,000	\$0	\$0	\$800,000

Remarks Amendment Number Adjustment Number



Beg. Balance STBG (local): \$6,510,064

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)*	\$3,454,000	\$2,763,200	\$392,800	\$298,000	\$3,746,864	\$1,406,839	\$5,153,703
TAP - Gen	\$0	\$0	\$0	\$0	\$0	0	0
O & M (Local)	\$14,200,000	\$0	\$0	\$14,200,000	\$0	0	0
Totals:	\$58,577,626	\$8,900,945	\$35,178,682	\$14,498,000	\$0	1,406,839	5,153,703

*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 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	\$4,453,403	\$1,446,018	\$5,899,421
TAP - Gen	\$1,203,149	\$962,519	\$0	\$240,630	\$0	\$0	\$0
O & M (Local)	\$14,342,000	\$0	\$0	\$14,342,000	\$0	\$0	\$0
Totals:	\$24,958,075	\$5,637,564	\$4,737,881	\$14,582,630	\$4,453,403	\$1,446,018	\$5,899,421

*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	\$2,159,421	\$1,446,018	\$3,605,439
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	\$2,159,421	\$1,446,018	\$3,605,439

*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	\$3,045,439	\$1,446,018	\$4,491,457
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	\$3,045,439	\$1,446,018	\$4,491,457

*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	\$2,491,457	\$1,446,018	\$3,937,475
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

Beg. Balance STBG (local): \$6,510,064

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)*	\$3,454,000	\$2,763,200	\$392,800	\$298,000	\$3,746,864	\$1,406,839	\$5,153,703
TAP - Gen	\$0	\$0	\$0	\$0	\$0	0	0
O & M (Local)	\$14,200,000	\$0	\$0	\$14,200,000	\$0	0	0
Totals:	\$58,577,626	\$8,900,945	\$35,178,682	\$14,498,000	\$0	1,406,839	5,153,703

*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 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	\$4,453,403	\$1,446,018	\$5,899,421
TAP - Gen	\$1,203,149	\$962,519	\$0	\$240,630	\$0	\$0	\$0
O & M (Local)	\$14,342,000	\$0	\$0	\$14,342,000	\$0	\$0	\$0
Totals:	\$24,958,075	\$5,637,564	\$4,737,881	\$14,582,630	\$4,453,403	\$1,446,018	\$5,899,421

*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)*	\$4,760,000	\$3,820,000	\$0	\$940,000	\$2,079,421	\$1,496,495	\$3,575,916
O & M (Local)	\$14,485,420	\$0	\$0	\$14,485,420	\$0	\$0	\$0
Totals:	\$28,369,046	\$11,137,745	\$1,805,882	\$15,425,420	\$2,079,421		

*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)*	\$844,000	\$675,200	\$0	\$168,800	\$2,900,716	\$1,496,495	\$4,397,211
O & M (Local)	\$14,630,274	\$0	\$0	\$4,121,204	\$0	\$0	\$0
Totals:	\$17,497,900	\$2,312,945	\$385,882	\$4,290,004	\$2,900,716	\$1,496,495	\$4,397,211

*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	\$2,397,211	\$1,496,495	\$3,893,706
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

Agenda Item #8 - State Route 357 North Study

**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
SUPPORTING MEMBER SULLIVAN COUNTY’S REQUEST THAT THE TENNESSEE DEPARTMENT OF
TRANSPORTATION COMPLETE A TRANSPORTATION INVESTMENT REPORT (TIR) ON THE
DEVELOPMENT OF STATE ROUTE 357 “NORTH” FROM INTERSTATE 81 TO STATE ROUTE 126**

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process for the Kingsport planning area, which includes the development of various studies and plans for specific corridors, projects, and programs; and

WHEREAS, the Kingsport MTPO is responsible for developing a long-range plan for the metropolitan area, which includes a list of projects that is developed through the plan’s research and recommendation process; and

WHEREAS, within the long-range plan are projects which will advance as priorities and will require additional, more detailed research that can be conducted by the Tennessee Department of Transportation (TDOT) through a Transportation Investment Report (TIR); and

WHEREAS, within the current Long-Range Plan the SR 357 (Airport Parkway) Northward extension is included in the list of future projects and was recently identified as a high priority project in the Kingsport MTPO’s Annual List of Prioritized Projects; and

WHEREAS, additional study of the proposed SR 357 “North” project, in the form of a “Transportation Investment Report” (TIR), is now being requested of TDOT by Board Member Sullivan County, and

WHEREAS, the Executive Board of the Kingsport MTPO supports Sullivan County’s request.

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 does hereby recommend and support Board Member Sullivan County’s request that the Tennessee Department of Transportation complete a Transportation Investment Report (TIR) on the development of State Route 357 “North” from Interstate 81 to State Route 126.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

Support for TDOT Study of State Route 357 “North”

Several years ago the Kingsport MTPO, with support from Sullivan County and member agencies, began an initiative to study the development of State Route 357 (Airport Parkway) northward from Interstate 81 to U.S. 11-W (Stone Drive), crossing State Route 126 (Memorial Boulevard) and connecting with Cleek Road and New Beasonwell Road. With support from the Sullivan County Commission, along with assistance from TDOT, close to that same time period a study of Airport Parkway “South” was also conducted. The “South” project focused on connecting the existing Airport Parkway to U.S. 11-E near Piney Flats with a roadway similar in design (4-lanes divided), crossing the upper portion of Boone Lake.

The SR 357 “North” project gathered a considerable amount of interest from TDOT, who held meetings and developed a traffic forecast model to establish purpose, need, and justification for the project. The result of the modeling process indicated that, once built, traffic volumes would be significant, nearly 20,000 vehicles per day. Several different routes were also established and cost estimates for each were developed by TDOT. The MTPO office still has copies of this report and the accompanying aerial mapping. After much debate this project, along with the “South” project, were set aside for possible future consideration.

After years of no activity the Airport Parkway North proposal has been brought back up for discussion and study, primarily because of the need to improve access to a new consolidated high school being located adjacent to Exit 63 and existing Airport Parkway. The new high school, which is estimated to have over 1,700 students, would likely require that a considerable amount of traffic come from Interstate 81, with very limited accessibility from the north. The previous reason for developing this corridor was to provide a better north-south access and connection between the communities and commercially developed areas located in the eastern portions of Metro-Kingsport. Airport Parkway North would also create a better “system” of roadways using the various intersections or interchanges that would link with SR 75, I-81, Childress Ferry Road, Fall Creek Road, Cooks Valley Road, State Route 126, and Orebank Road, to U.S. 11-W / Stone Drive. The proposed (or original) cross-section was similar to the existing Airport Parkway, with 4 travel lanes, a wide grass median, and wide shoulders. With this renewed interest, and additional need, Sullivan County will be asking TDOT to begin a new study. The suggested terminus, however, will be State Route 126 (Memorial Boulevard), rather than U.S. 11-W (East Stone Drive) and consideration will also be given to downsizing the project from its original scope to a “Super 2 Lane”, if this is the best fit for traffic volumes and safety along the corridor.

TDOT’s concept studies for proposed projects used to be identified as APRs or TPRs (Transportation Planning Reports). However, currently TDOT refers to them as Transportation Investment Report (TIR) which, in essence, is a study that does not go into great depth, but will consider various route alignments, potential impacts on the surrounding environment and communities, cross-sections, traffic forecasts, and ball-park cost estimates. The TIR will provide a good preliminary report on whether the project is justified, buildable, and affordable. Sullivan County is asking the Kingsport MTPO Executive Board to support this request.

Proposed Corridor



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
- Island Road Rebuild
- Cross-Town Connector (Sevier Ave)*
- SR 126 – Phase I
- SR 126 – Phase II
- 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)*

HAWKINS COUNTY

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

RECENTLY COMPLETED

- Lynn Garden Drive Signal System
- SR 126/Island Road Signal
- I-81 N Truck Climbing Lane

* Planned projects