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MEMORANDUM

To: Kingsport MTPO Executive Board
CC: Subscribed Interested Parties
From: Bill Albright, Transportation Planning Coordinator
Date: April 25, 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, **May 3, 2018 at 1:00 P.M. (EDT), City Hall Council Room in Downtown Kingsport, Tennessee.**

There are five informational / discussion items and six action items, including:

- **Minutes of February 8, 2018 Meeting**
- **Election of Executive Board Vice Chair**
- **FY17-21 TIP Amendments**
- **Performance Measure MOU – TDOT**
- **Performance Measure MOU – VDOT**
- **UPWP – Adjustment for Consolidated Planning Grant – TDOT**
- **UPWP – Adjustment for 5303 funds and Adoption of FY19 Element – VDOT**
- **Long Range Transportation Plan – Executive Summary**
- **KATS – Update**
- **Corridor and Other Planning Studies – Update**
- **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
May 3, 2018 at 1:00 PM (EDT)
City Hall Council Room
225 West Center Street, Kingsport, TN 37660

1. Executive Board Welcome

2. Approval of Minutes from February 8, 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. Election of Executive Board Vice-Chair

■ Action ☐ Possible Action ☐ Discussion ☐ Information

Presenter: Bill Albright

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 does (annually). The staff requests that the Executive Board members nominate and elect a Vice-Chairman. This action is now presented for consideration.

5. FY17-21 Transportation Improvement Program (TIP) Amendments

■ Action ☐ Possible Action ☐ Discussion ☐ Information

Presenter: Bill Albright/Lesley Phillips/Chris Campbell

Item Summary: 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.

Recommendation: Approve the Resolution as presented.

6. Performance Measure Memorandum of Understanding – TDOT

■ Action □ Possible Action □ Discussion □ Information

Presenter: Bill Albright

Item Summary: 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).

Recommendation: Approve the Resolution as presented.

7. Performance Measure Memorandum of Understanding – VDOT

■ Action □ Possible Action □ Discussion □ Information

Presenter: Bill Albright

Item Summary: 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).

Recommendation: Approve the Resolution as presented

8. Unified Planning Work Program – Adjustment for Consolidated Planning Grant - TDOT

□ Action □ Possible Action ■ Discussion ■ Information

Presenter: Bill Albright

Item Summary: 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 to keep members abreast of 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 entitled "Consolidated Planning Grant" (or fund). 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.

9. Unified Planning Work Program – Adjustment for 5303 funds and Adoption of FY19 Element - VDOT

■ Action □ Possible Action □ Discussion □ Information

Presenter: Bill Albright

Item Summary: The current Work Program covers two fiscal years and is identified as the Fiscal Years 2018-2019 Unified Planning Work Program (UPWP). In the past, a major update to the second year has been expected, particularly for Tennessee / TDOT. However, TDOT is not requiring an annual update. In contrast, VDOT considers FY '19 separately and, therefore, for FY '19 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. Multi-modal includes sidewalk and trail planning, bicycle and pedestrian issues, and mass public transportation planning. 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 FY '19 Element of the UPWP. Note, other than this minor budget adjustment, no other items in the FY '19 Virginia UPWP will be changed.

Recommendation: Approve the Resolution as presented

10. Long Range Transportation Plan – Executive Summary

☐ Action ☐ Possible Action ☒ Discussion ☒ Information

Presenter: Bill Albright

Item Summary: With assistance from MTPO Staff, the 2040 Long Range Plan was completed by contract consultants and adopted by the Executive Board several months ago. While at that time copies of the entire document were distributed, the Executive Summary was not finalized nor subsequently handed out. 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, thus, the first draft of the Long Range Plan Executive Summary required some additions and adjustments. The final version of the Executive Summary is now being distributed 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.

11. Kingsport Area Transit Service (KATS) Update

☐ Action ☐ Possible Action ☒ Discussion ☒ Information

Presenter: Chris Campbell/Candace Sherer

Item Summary: A consultant recently completed a Comprehensive Operational Analysis for KATS, these results will be discussed. In addition, 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.

12. Corridor and Other Planning Studies - Updates

☐ Action ☐ Possible Action ☒ Discussion ☒ Information

Presenter: Bill Albright

Item Summary:

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 Corridor

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.

13. 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.

14. 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.

15. Meeting Adjournment

The next scheduled Executive Board meeting date is August 9, 2018 at 2:00 P.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 February 8, 2018**

City Hall Council Room 2:00 P.M.
225 W. Center Street, Kingsport, TN

Members Present:

Jimmy Adkins, Russ Davis, Troy Ebbert, Jeff Jackson, Mike McIntire, Donny Necessary, Ambre Torbett

Absent:

Staff Present:

Bill Albright, Hank Clabaugh, Susan Doran, Lesley Phillips, Michael Thompson

Visitors Present:

Michael Adkins, John Barrett – TDOT, R.L. Bowery, Nick Britton – VA DRPT, Jake Brown – Barnhart Crane, Jason Carder – Mattern & Craig, Matthew Cox – VDOT Bristol, John Dew – VDOT Bristol, Randy Dodson – Mattern & Craig, Mitchell Elliott – MEOC, Gene Fletcher – Barnhart Crane, Mike Housewright – Town of Mt. Carmel, Darrell Johnson – VDOT Central Office, Elizabeth Kuebel – WJHL, Ed Moody – Moody Sprinkler, Austin Peters – East TN Dental Restorations, Ryne Peters – Premier Dental Arts, William Rhea – Top Performance Auto; Lloyd Slaughter, Angie Stanley – Sullivan County Commissioner, Ken Taggart – Autokraft Automotive, Mark Willis

Recorder: Susan Doran

- I. **Call to Order:** Mike McIntire called the meeting to order.
- II. **Approval of Minutes:** The minutes of the November 9, 2017 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Troy Ebbert to approve the minutes and was seconded by Jimmy Adkins. The motion carried unanimously.
- III. **Public Comment:** Mike McIntire opened the floor for public comments. No comments.
- IV. **New Business:**
 - A. 2017-2021 Transportation Improvement Program (TIP) Adjustments Overview. Presented by Bill Albright/Lesley Phillips. TIP adjustments are minor changes which do not require approval from the Executive Board. A list of TIP adjustments (since the TIP was adopted on 11/3/16) was briefly discussed. No Board action is required.
 - B. Kingsport MTPO-Performance Measures (Safety) - Tennessee. Presented by Bill Albright. Federal regulations require states and MPOs to establish performance targets for five separate safety factors. TDOT established statewide targets effective on 8/31/17 and

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. MTPO Staff recommends that the Executive Board agree to support and follow TDOT's established targets. A motion was made by Ambre Torbett to approve the Performance Measures (Tennessee) resolution and was seconded by Donny Necessary. The motion carried unanimously.

- C. Kingsport MTPO-Performance Measures (Safety) - Virginia. Presented by Bill Albright. Federal regulations require states and MPOs to establish performance targets for five separate safety factors. VDOT established statewide targets effective on 8/31/17 and 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. 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 (Virginia) resolution and was seconded by Troy Ebbert. The motion carried unanimously.
- D. TDOT Consolidated Planning Grant. Presented by Bill Albright. 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 Planning (PL) 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). Kingsport MTPO 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. A couple of years ago TDOT began exploring the idea of combining these funds. TDOT decided to establish a Consolidated Planning Grant (CPG) 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 FY18 Unified Planning Work Program, consisting of adding an explanation about the consolidated funds in the section where funding sources are discussed. No Board action required.
- E. Memorandum of Understanding (Annual Certification) between Kingsport MTPO and Virginia Department of Transportation. Presented by Bill Albright. MPO's in both Tennessee and Virginia receive and approve an annual Memorandum of Understanding (MOU) 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, and other agreed-upon responsibilities. A motion was made by Jimmy Adkins to approve a Memorandum of Understanding between Kingsport MTPO and Virginia Department of Transportation and was seconded by Donny Necessary. 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.

**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 #8**

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (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 removing Project # L-STBG-1 (Netherland Inn – Stone Drive Connector), removing Project # L-STBG-7 (Downtown Bulbout), adding \$4,300,000 in project funds for the construction phase to Project # L-STBG-5 (Main Street Kingsport Rebuild), and adding new Project #L-STBG-9 (Island Road Rebuild) as identified and detailed in the attached TIP pages for Amendment #8; 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 #8, is hereby approved as presented.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date



DELETE

TIP #	L-STBG-1	TDOT PIN# / VA UPC#	PIN #115497.00	Priority		Lead Agency	Kingsport
County	Sullivan	Length	0.56 Miles	L RTP#	C-15	Conformity Status	N/A
Route/Project Name	Netherland Inn - Stone Drive (US 11W / SR 1) Connector					Total Project Cost	\$6,850,000
Termini or Intersection	Union St from US 11W to Netherland Inn Rd (approximately 3,100 feet)						
Project Description	Realign and reconstruct Union Street from U.S. 11-W (West Stone Drive) to improve access to Netherland Inn Rd and economic redevelopment area along the Holston River (approximately 3,100 feet).						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 17	PE-N	L-STGB	\$50,000	\$40,000	\$0	\$10,000
FY-19	PE-D	L-STGB	\$400,000	\$320,000	\$0	\$80,000
FY-20	ROW, CONST	L-STGB	\$3,200,000	\$2,240,000	\$0	\$560,000
FY-21	ROW, CONST	L-STGB	\$3,200,000	\$2,560,000		\$640,000

Remarks	Amendment Number	8	Adjustment Number	
NEPA document being developed during FY 2017 using various alternatives developed in previous study.				
5/3/18 - Amendment #8 - Delete Project from TIP				



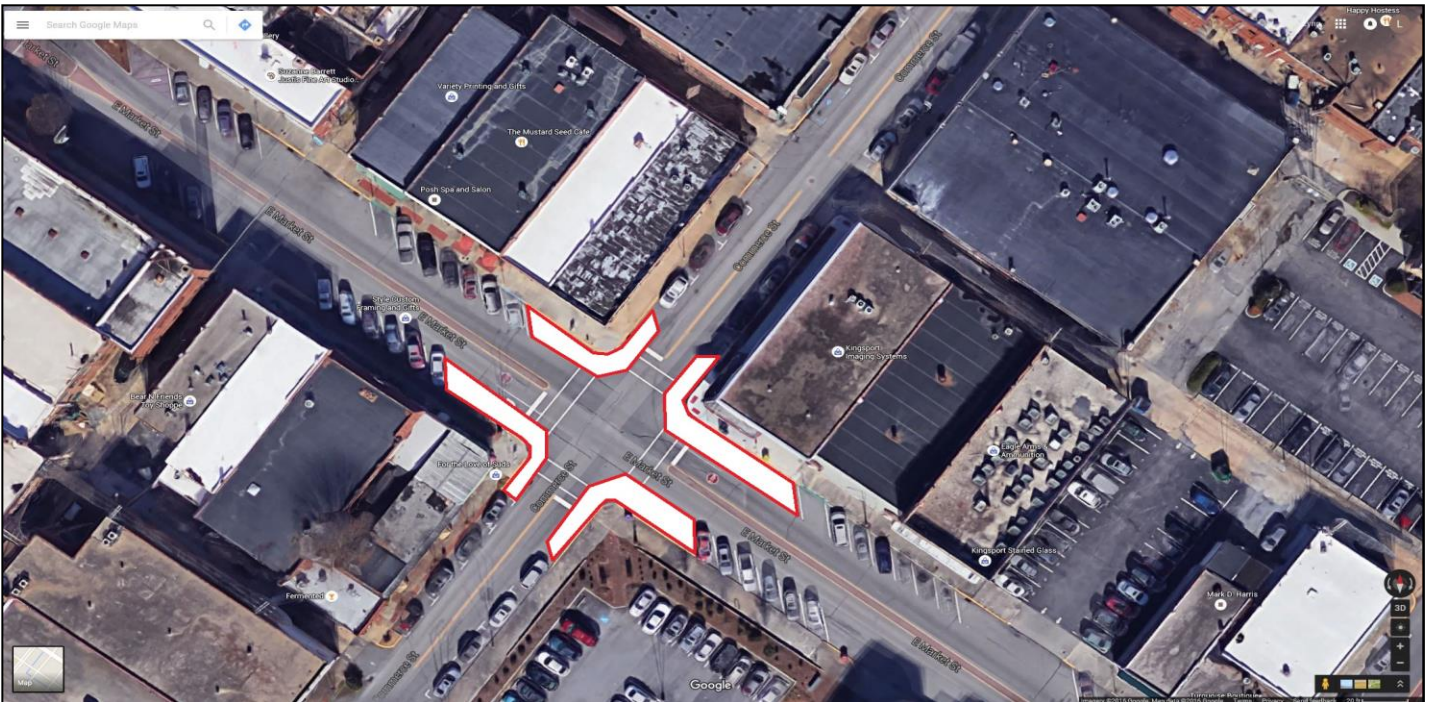


DELETE

TIP #	L-STBG-7	TDOT PIN# / VA UPC#		Lead Agency	City of Kingsport
County	Sullivan	Length	n/a	L RTP#	Consistent w/ L RTP
Conformity Status	N/A				
Route/Project Name	Downtown Bulbouts/ Pedestrian Safety Enhancements Projects			Total Project Cost	\$200,000
Termini or Intersection	Intersection of Commerce Street & Market Street				
Project Description	Creation of enhanced crosswalks/bulbouts in the heavily pedestrian intersections along Commerce street. ATRA's , landscaping, pedestrian scale lighting are also included in this project.				

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY - 18	ROW/CONST	L-STBG	\$160,000	\$128,000		\$32,000

Remarks	Amendment Number	8	Adjustment Number	
FY-16	PE-N/PE-D	L-STBG	\$40,000	\$32,000
5/3/18 - TIP Amendment #8 - Delete project from TIP				



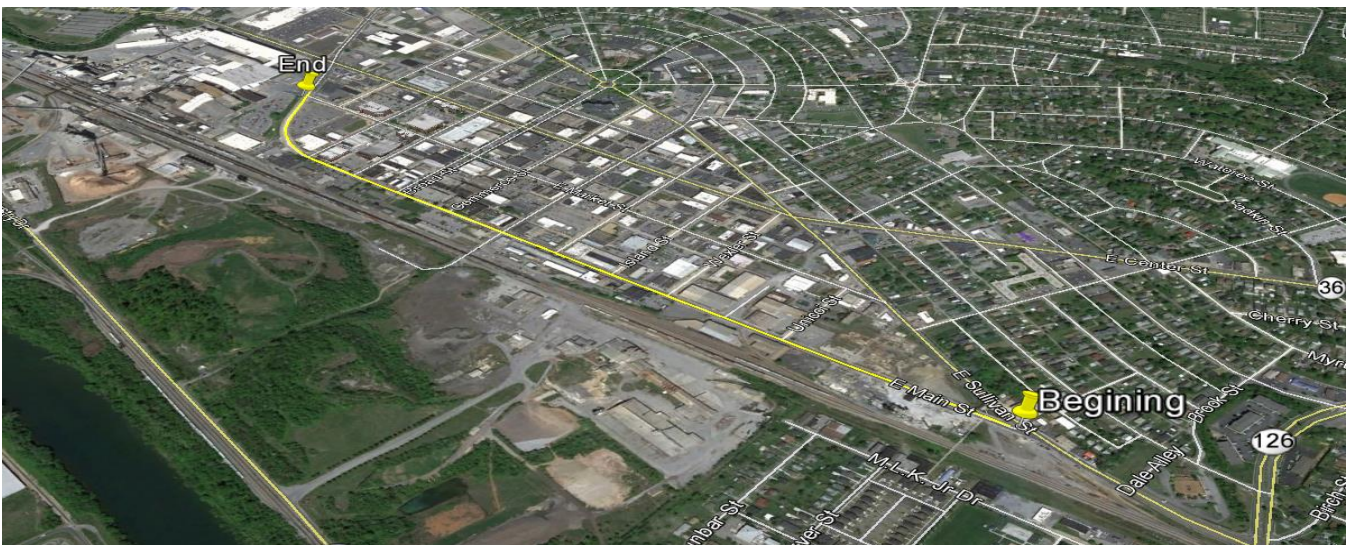


AMENDED PAGE

TIP # **L-STBG-5** TDOT PIN# / VA UPC# **123325.00** Priority ☐ Lead Agency **City of Kingsport**
 County **Sullivan** Length **1.1 Miles** LRTP# **Page #4-6** Conformity Status **N/A**
 Route/Project Name **Main Street Kingsport Rebuild** Total Project Cost **\$6,000,000**
 Termini or Intersection **Main St. from Sullivan St. to Market St.**
 Project Description **Resurfacing, repairing curb, sidewalk, additions of bulbouts, ADA enhancements, removal of rail siding, diamond grinding, specific areas of sub-surface repair and rebuild.**

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-17	PE-N, PE-D, ROW, CONST	L-STBG	\$1,100,000	\$880,000		\$220,000
FY-19	CONST	L-STBG	\$4,300,000	\$3,440,000		\$860,000

Remarks			Amendment Number	8	Adjustment Number	
FY-16	PE-N, PE-D, ROW	L-STBG	\$600,000	\$480,000		\$120,000
5/3/18 - Amendment #8 - add \$4,300,000 to FY19 CONST phase						



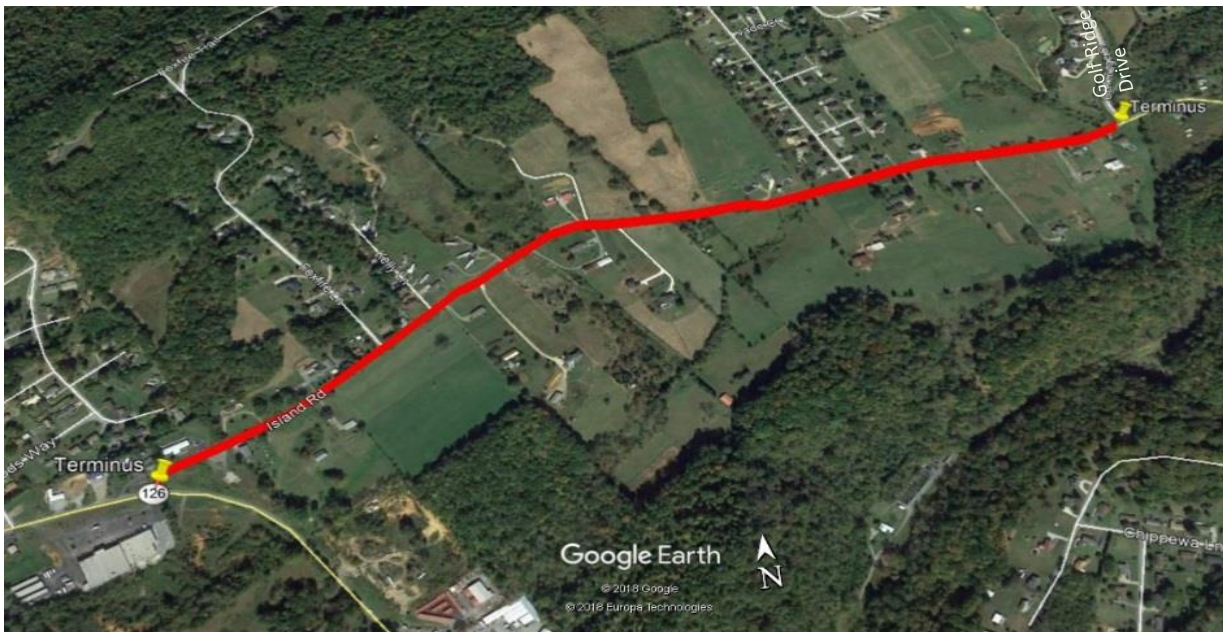


NEW PAGE

TIP #	L-STBG-9	TDOT PIN # / VA UPC#		Priority		Lead Agency	City of Kingsport
County	Sullivan	Length	1 mile	L RTP#	Page #4-6	Conformity Status	N/A
Route/Project Name	Island Road Rebuild					Total Project Cost	\$3,500,000
Termini or Intersection	SR-126 to Kingsport City Limits near Golf Ridge Drive						
Project Description	Shifting road southeast, improving vertical and horizontal geometry. Leaving the current section of road and converting to a separated buffered multi-modal path.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-19	PE-N, PE-D	L-STBG	\$300,000	\$240,000	\$0	\$60,000
FY-20	ROW	L-STBG	\$700,000	\$560,000	\$0	\$140,000
FY-21	CONST	L-STBG	\$2,500,000	\$2,000,000	\$0	\$500,000

Remarks	Amendment Number	8	Adjustment Number	



Kingsport MTPO 2017 - 2021 TIP Highway Funding Summary

Tennessee Highway Totals for FY 17

Funding Source	Total Programmed Funds	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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	\$3,063,500	\$392,800	\$298,000	-\$390,500	\$1,760,000	\$1,369,500
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:	\$59,517,626	\$9,953,245	\$35,178,682	\$14,686,000	\$0	1,760,000	1,369,500

*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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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	\$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)*	\$4,460,300	\$828,300	\$3,600,000	\$32,000	\$201,066	\$1,318,400	\$1,519,466
TAP - Gen	\$0	\$0	\$0	\$0	\$0	\$0	\$0
O & M (Local)	\$14,342,000	\$0	\$0	\$14,342,000	\$0	\$0	\$0
Totals:	\$23,377,926	\$4,266,045	\$4,737,881	\$14,374,000	\$201,066	\$1,318,400	\$1,519,466

*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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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)*	\$400,000	\$320,000	\$0	\$80,000	\$1,199,466	\$1,357,952	\$2,557,418
O & M (Local)	\$14,485,420	\$0	\$0	\$14,485,420	\$0	\$0	\$0
Totals:	\$16,909,046	\$1,957,745	\$385,882	\$14,565,420	\$1,199,466		

*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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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)*	\$3,200,000	\$2,240,000	\$0	\$560,000	\$317,418	\$1,398,690	\$1,716,108
O & M (Local)	\$14,630,274	\$0	\$0	\$4,121,204	\$0	\$0	\$0
Totals:	\$19,853,900	\$3,877,745	\$385,882	\$4,681,204	\$317,418	\$1,398,690	\$1,716,108

*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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available unprogramed 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)*	\$23,053,900	\$2,560,000	\$0	\$640,000	-\$843,892	\$1,440,651	\$596,759
O & M (Local)	\$14,776,577	\$0	\$0	\$14,776,577	\$0	\$0	\$0
Totals:	\$37,830,477	\$2,560,000	\$0	\$15,416,577	\$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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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	\$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)*	\$4,300,300	\$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:	\$23,217,926	\$4,138,045	\$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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available Unprogramed 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	Programed Federal Funds	Programed State Funds	Programed Local Funds	Surplus / Deficit **	Annual Allocation	Available unprogramed 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

**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 #9**

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (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 Kingsport Area Transit Service (KATS) anticipates receiving additional 5310 funds as detailed in the attached TIP pages for Amendment #9; and

WHEREAS, KATS will use the funds for operating assistance, capital purchases, and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service. Capital funds to purchase and replace related transit vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, and related equipment; 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 #9, is hereby approved as presented.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date



TIP #	PT-5a	TDOT PIN# / VA UPC#	New (to be assigned)	Priority		Lead Agency	Kingsport
County	Sullivan	Length	N/A	L RTP#	Consistent w/ L RTP	Conformity Status	N/A
Route/Project Name	KATS - Enhanced Mobility of Seniors and Individuals with Disabilities					Total Project Cost	\$450,000
Termini or Intersection	N/A						
Project Description	Funds utilized for operating assistance, capital purchases, and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service. Capital funds to purchase and replace related transit vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, and related equipment.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 18	OP	FTA 5310	\$50,000	\$25,000	\$12,500	\$12,500
FY 18	ACQ	FTA 5310	\$100,000	\$80,000	\$10,000	\$10,000
FY 19	OP	FTA 5310	\$50,000	\$25,000	\$12,500	\$12,500
FY 19	ACQ	FTA 5310	\$100,000	\$80,000	\$10,000	\$10,000
FY 21	OP	FTA 5310	\$50,000	\$25,000	\$12,500	\$12,500

Remarks	Amendment Number	Adjustment Number
OP - Operating ACQ - Acquisition		





TIP #	PT-5b	TDOT PIN# / VA UPC#	New (to be assigned)	Priority		Lead Agency	Kingsport
County	Sullivan	Length	N/A	L RTP#	Consistent w/ L RTP	Conformity Status	N/A
Route/Project Name	KATS - Enhanced Mobility of Seniors and Individuals with Disabilities					Total Project Cost	\$450,000
Termini or Intersection	N/A						
Project Description	Funds utilized for operating assistance, capital purchases, and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service. Capital funds to purchase and replace related transit vehicles, preventive maintenance, overhaul and rebuild vehicles, maintain fleet vehicles, and related equipment.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 21	ACQ	FTA 5310	\$100,000	\$80,000	\$10,000	\$10,000

Remarks	Amendment Number	Adjustment Number
OP - Operating ACQ - Acquisition		



Summary Table Before

Table 3

FY2017 through FY2021

Kingsport Area Transit Service Summary

Tennessee

Funding Source/Amount Allocated	FY2017	FY2018	FY2019	FY2020	FY2021
	Available	Available	Available	Available	Available
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA - 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Total Allocated	\$3,292,960	\$9,390,950	\$2,315,950	\$2,415,950	\$2,515,950
Amount Programmed to be Utilized	FY2017	FY2018	FY2019	FY2020	FY2021
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA - 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Total Programmed	\$3,292,960	\$9,390,950	\$2,315,950	\$2,415,950	\$2,515,950
Amount Remaining	FY2017	FY2018	FY2019	FY2020	FY2021
FTA - 5307-Operating Funds (OP)	\$0	\$0	\$0	\$0	\$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
FTA - 5307 - NEPA, PE ROW, CONST	\$0	\$0	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
State Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
Local Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
Local Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
Local Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
Total Remaining	\$0	\$0	\$0	\$0	\$0

Summary Table After

Table 3

FY2017 through FY2021

Kingsport Area Transit Service Summary

Tennessee

Funding Source/Amount Allocated	FY2017	FY2018	FY2019	FY2020	FY2021
	Available	Available	Available	Available	Available
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA - 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
FTA - 5310 - OP, ACQ		\$105,000	\$105,000	\$105,000	\$105,000
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
State Match Funds - OP, ACQ		\$22,500	\$22,500	\$22,500	\$22,500
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds - OP, ACQ		\$22,500	\$22,500	\$22,500	\$22,500
Total Allocated	\$3,292,960	\$9,518,450	\$2,443,450	\$2,543,450	\$2,643,450
Amount Programmed to be Utilized	FY2017	FY2018	FY2019	FY2020	FY2021
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA - 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
FTA - 5310 - OP, ACQ		\$105,000	\$105,000	\$105,000	\$105,000
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
State Match Funds - OP, ACQ		\$22,500	\$22,500	\$22,500	\$22,500
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds - OP, ACQ		\$22,500	\$22,500	\$22,500	\$22,500
Total Programmed	\$3,292,960	\$9,518,450	\$2,443,450	\$2,543,450	\$2,643,450
Amount Remaining	FY2017	FY2018	FY2019	FY2020	FY2021
FTA - 5307-Operating Funds (OP)	\$0	\$0	\$0	\$0	\$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
FTA - 5307 - NEPA, PE ROW, CONST	\$0	\$0	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$0	\$0	\$0	\$0	\$0
FTA - 5310 - OP, ACQ	\$0	\$0	\$0	\$0	\$0
State Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
State Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
State Match Funds - OP, ACQ	\$0	\$0	\$0	\$0	\$0
Local Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
Local Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
Local Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
Local Match Funds - OP, ACQ	\$0	\$0	\$0	\$0	\$0
Total Remaining	\$0	\$0	\$0	\$0	\$0

RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSFORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) AND PUBLIC TRANSPORTATION PROVIDERS IN THE KINGSFORT MTPO PLANNING AREA FOR COOPERATIVELY DEVELOPING, SHARING, AND REPORTING INFORMATION RELATED TO PERFORMANCE MEASURES AND PERFORMANCE TARGETS

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

WHEREAS, on May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published the final rule for statewide and metropolitan transportation planning based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

“The MPO(s), State(s), and the providers of public transportation shall 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 plans for the NHS.”; and

WHEREAS, the phase-in deadline for this requirement is May 27, 2018. TDOT, MTPO, and Public Transportation Providers agree to the Memorandum of Understanding in order to implement the requirements of 23 CFR 490 - National Performance Management Measures and 49 CFR 625 – Transit Asset Management; and

WHEREAS, for the purposes of this Memorandum of Understanding, TDOT, MTPO, and Public Transportation Providers are responsible for carrying out performance-based planning in the Tennessee portion of the Kingsport Metropolitan Planning Area (MPA); and

WHEREAS, Kingsport MTPO will include information outlined in 23 CFR 450.324 (f) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

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

The Executive Board of the Kingsport MTPO concurs this Memorandum of Understanding will effectively advance performance based planning efforts in the Tennessee portion of the Kingsport MPA and do hereby agree to enter into the Memorandum of Understanding for cooperatively developing, sharing, and reporting information related to performance measures and performance targets.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

MEMORANDUM OF UNDERSTANDING

Between the Tennessee Department of Transportation (TDOT), the Kingsport Metropolitan Transportation Planning Organization (MTPO), Kingsport Area Transit Service and NET Trans (Public Transportation Providers) for cooperatively developing, sharing, and reporting information related to performance measures and performance targets.

PURPOSE AND BACKGROUND

On May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published the final rule for statewide and metropolitan transportation planning based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

"The MPO(s), State(s), and the providers of public transportation shall 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 plans for the NHS."

The phase-in deadline for this requirement is May 27, 2018. TDOT, MTPO, and Public Transportation Providers agree to the following provisions in order to implement the requirements of 23 CFR 490 - National Performance Management Measures and 49 CFR 625 – Transit Asset Management.

GEOGRAPHIC SCOPE

For the purposes of this Memorandum of Understanding (MOU), TDOT, MTPO, and Public Transportation Providers are responsible for carrying out performance-based planning in the Tennessee portion of the Kingsport Metropolitan Planning Area (MPA).

PERFORMANCE-BASED TRANSPORTATION PLANNING & PROGRAMMING

The MTPO and Public Transportation Providers will carry out a performance-based metropolitan transportation planning process for the MTPO planning area in cooperation and consultation with TDOT. Performance measures will be developed, tracked, and reported in accordance with applicable laws and regulations.

DATA COLLECTION AND SHARING

TDOT, MTPO, and Public Transportation Providers mutually agree to develop and share available data related to performance measurement and target setting with each other, subject to the policies and procedures of each agency and any restrictions on the data. Examples of such data include, but are not limited to, traffic counts, crashes, travel times/speeds, socioeconomic data, transit ridership data, and infrastructure condition measures. TDOT will collect any National Highway System (NHS) data required for the State Asset Management Plan.

DEVELOPMENT OF PERFORMANCE TARGETS

TDOT will develop and select draft statewide performance targets in coordination with the Metropolitan Planning Organizations (MPOs) across the state. Coordination may include in-person meetings, webinars, conference calls, and/or email communication. TDOT will provide the MPOs an estimated timeline for each measure detailing the schedule of activities, decision milestones in the target setting process, and the methodology for when and how TDOT will obtain MPO input. MPO comments will be documented and shared with TDOT's Oversight Committee and Executive Leadership as part of the target selection process.

If an MPO chooses to adopt its own target for any measure, the MPO will develop draft MPO performance targets in coordination with TDOT. Coordination methods will follow the general timeline of activities, decision milestones in the target setting process, and methodology for obtaining TDOT's review and approval. TDOT will be provided an opportunity to provide comments on draft MPO performance targets and the methodology used to develop them at least 30 calendar days prior to final adoption.

In support of a performance-based approach to the metropolitan transportation planning and programming process, Public Transportation Providers will develop targets for transit performance measures in accordance with 49 CFR 625 – Transit Asset Management, and will share information and coordinate with the MPO regarding transit system condition, development methodology for targets, and investment priorities and strategies. Public Transportation Providers will share their targets annually with the MPO. The MPO shall select performance targets for its metropolitan planning area in coordination, to the maximum extent practical, with Public Transportation Providers.

REPORTING OF TARGETS

TDOT performance targets will be reported to FHWA and FTA, in accordance with Federal rule requirements. The MPOs will be notified when TDOT has reported final statewide targets. MPO performance targets will be reported to TDOT.

For each target, the MPO will provide formal documentation, in the form of a policy board resolution, as to whether the MPO is agreeing to support TDOT's or the Public Transportation Provider's performance target or setting a quantifiable target for that performance measure for the MPO's planning area. This documentation will be provided to TDOT no later than 180 days after the date TDOT or the Public Transportation Providers establish performance targets, or the date specified by Federal code. TDOT will be responsible for sending the MPO's documentation to FHWA/FTA within ten (10) business days of the date(s) the MPO's targets are due.

STATEWIDE TRANSPORTATION PLAN, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), METROPOLITAN TRANSPORTATION PLANS (MTPs) AND TRANSPORTATION IMPROVEMENT PROGRAMS (TIPs)

TDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

MPOs will include information outlined in 23 CFR 450.324 (f) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

Reporting of targets and performance by TDOT and MPOs shall conform to 23 CFR 490.

EFFECTIVE DATE

The effective date of this MOU is the date by which all parties below have signed the MOU.

IN WITNESS THEREOF,

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION:

MIKE MCINTIRE, EXECUTIVE BOARD CHAIRMAN

DATE

KINGSPORT AREA TRANSIT SERVICE:

CHRIS CAMPBELL, MANAGER

DATE

NET TRANS:

CANDACE GUMP, DIRECTOR

DATE

TENNESSEE DEPARTMENT OF TRANSPORTATION:

JOHN SCHROER, COMMISSIONER

DATE

JOHN REINBOLD, GENERAL COUNSEL
APPROVED AS TO FORM AND LEGALITY

DATE

RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE COMMONWEALTH OF VIRGINIA/DEPARTMENT OF TRANSPORTATION (VDOT) AND THE PUBLIC TRANSPORTATION PROVIDER IN THE KINGSPORT MTPO PLANNING AREA FOR COOPERATIVELY DEVELOPING, SHARING, AND REPORTING INFORMATION RELATED TO PERFORMANCE MEASURES AND PERFORMANCE TARGETS

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

WHEREAS, on May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published the final rule for statewide and metropolitan transportation planning based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

"The MPO(s), State(s), and the providers of public transportation shall 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 plans for the NHS."; and

WHEREAS, the phase-in deadline for this requirement is May 27, 2018. VDOT, MTPO, and the Public Transportation Provider agree to the Memorandum of Understanding in order to implement the requirements of 23 CFR 490 - National Performance Management Measures and 49 CFR 625 – Transit Asset Management; and

WHEREAS, for the purposes of this Memorandum of Understanding, VDOT, MTPO, and the Public Transportation Provider are responsible for carrying out performance-based planning in the Virginia portion of the Kingsport Metropolitan Planning Area (MPA); and

WHEREAS, Kingsport MTPO will include information outlined in 23 CFR 450.324 (f) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

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 concurs this Memorandum of Understanding will effectively advance performance based planning efforts in the Virginia portion of the Kingsport MPA and do hereby agree to enter into the Memorandum of Understanding for cooperatively developing, sharing, and reporting information related to performance measures and performance targets.

Mike McIntire
Chairman, Executive Board

Date

William A. Albright
Chairman, Executive Staff

Date

MEMORANDUM OF UNDERSTANDING

Between the Commonwealth of Virginia (Commonwealth), the Kingsport Metropolitan Transportation Planning Organization (MTPO), and Mountain Empire Older Citizens (Public Transportation Provider) for cooperatively developing, sharing, and reporting information related to performance measures and performance targets.

PURPOSE AND BACKGROUND

On May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published the final rule for statewide and metropolitan transportation planning based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

"The MPO(s), State(s), and the providers of public transportation shall 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 plans for the NHS."

The phase-in deadline for this requirement is May 27, 2018. The Commonwealth, MTPO, and the Public Transportation Provider agree to the following provisions in order to implement the requirements of 23 CFR 490 - National Performance Management Measures and 49 CFR 625 – Transit Asset Management.

GEOGRAPHIC SCOPE

For the purposes of this Memorandum of Understanding (MOU), the Commonwealth, MTPO, and the Public Transportation Provider are responsible for carrying out performance-based planning in the Virginia portion of the Kingsport Metropolitan Planning Area (MPA).

PERFORMANCE-BASED TRANSPORTATION PLANNING & PROGRAMMING

The MTPO and Public Transportation Provider will carry out a performance-based metropolitan transportation planning process for the MTPO planning area in cooperation and consultation with the Commonwealth. Performance measures will be developed, tracked, and reported in accordance with applicable laws and regulations.

DATA COLLECTION AND SHARING

The Commonwealth, MTPO, and Public Transportation Provider mutually agree to develop and share available data related to performance measurement and target setting with each other, subject to the policies and procedures of each agency and any restrictions on the data. Examples of such data include, but are not limited to, traffic counts, crashes, travel times/speeds, socioeconomic data, transit ridership data, and infrastructure condition measures. The Commonwealth will collect any National Highway System (NHS) data required for the State Asset Management Plan.

DEVELOPMENT OF PERFORMANCE TARGETS

The Commonwealth will develop and select draft statewide performance targets in coordination with the Metropolitan Planning Organizations (MPOs) across the state. Coordination may include in-person meetings, webinars, conference calls, and/or email communication. The Commonwealth will provide the MPOs an estimated timeline for each measure detailing the schedule of activities, decision milestones in the target setting process, and the methodology for when and how the Commonwealth will obtain MPO input. MPO comments will be documented and shared with the Commonwealth's Oversight Committee and Executive Leadership as part of the target selection process.

If an MPO chooses to adopt its own target for any measure, the MPO will develop draft MPO performance targets in coordination with the Commonwealth. Coordination methods will follow the general timeline of activities, decision milestones in the target setting process, and methodology for obtaining Commonwealth's review and approval. The Commonwealth will be provided an opportunity to provide comments on draft MPO performance targets and the methodology used to develop them at least 30 calendar days prior to final adoption.

In support of a performance-based approach to the metropolitan transportation planning and programming process, Public Transportation Providers will develop targets for transit performance measures in accordance with 49 CFR 625 – Transit Asset Management, and will share information and coordinate with the MPO regarding transit system condition, development methodology for targets, and investment priorities and strategies. Public Transportation Provider will share its targets annually with the MPO. The MPO shall select performance targets for its metropolitan planning area in coordination, to the maximum extent practical, with Public Transportation Providers.

REPORTING OF TARGETS

Commonwealth performance targets will be reported to FHWA and FTA, in accordance with Federal rule requirements. The MPOs will be notified when the Commonwealth has reported final statewide targets. MPO performance targets will be reported to the Commonwealth.

For each target, the MPO will provide formal documentation, in the form of a policy board resolution, as to whether the MPO is agreeing to support the Commonwealth's or the Public Transportation Provider's performance target or setting a quantifiable target for that performance measure for the MPO's planning area. This documentation will be provided to the Commonwealth no later than 180 days after the date the Commonwealth or the Public Transportation Provider establishes performance targets, or the date specified by Federal code. The Commonwealth will be responsible for sending the MPO's documentation to FHWA/FTA within ten (10) business days of the date(s) the MPO's targets are due.

STATEWIDE TRANSPORTATION PLAN, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), METROPOLITAN TRANSPORTATION PLANS (MTPs) AND TRANSPORTATION IMPROVEMENT PROGRAMS (TIPs)

The Commonwealth will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

MPOs will include information outlined in 23 CFR 450.324 (f) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.

Reporting of targets and performance by the Commonwealth and MPOs shall conform to 23 CFR 490.

EFFECTIVE DATE

The effective date of this MOU is the date by which all parties below have signed the MOU.

IN WITNESS THEREOF,

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION:

MIKE MCINTIRE, EXECUTIVE BOARD CHAIRMAN

DATE

MOUNTAIN EMPIRE OLDER CITIZENS:

MITCHELL ELLIOTT, TRANSIT DIRECTOR

DATE

COMMONWEALTH OF VIRGINIA:

SHANNON VALENTINE, SECRETARY OF TRANSPORTATION

DATE

**RESOLUTION BY THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
APPROVING THE VIRGINIA FY19 ELEMENT OF THE FY18-19 UNIFIED PLANNING WORK PROGRAM**

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

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

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

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

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

WHEREAS, state and local agencies responsible for Transportation Planning Activities have jointly participated in preparation of a Unified Planning Work Program for Fiscal Years 2018 and 2019; and

WHEREAS, the FY 2018-19 UPWP includes a FY 2019 element that describes transportation planning activities pertaining to, and within, the Virginia portion of the Kingsport MTPO area, and which are supported by various funding sources and amounts, as detailed in the attached UPWP budget.

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

The Executive Board of the Kingsport MTPO hereby approves and endorses the Virginia FY19 Element of the FY18-19 Unified Planning Work Program.

Mike McIntire
Chairman, Executive Board

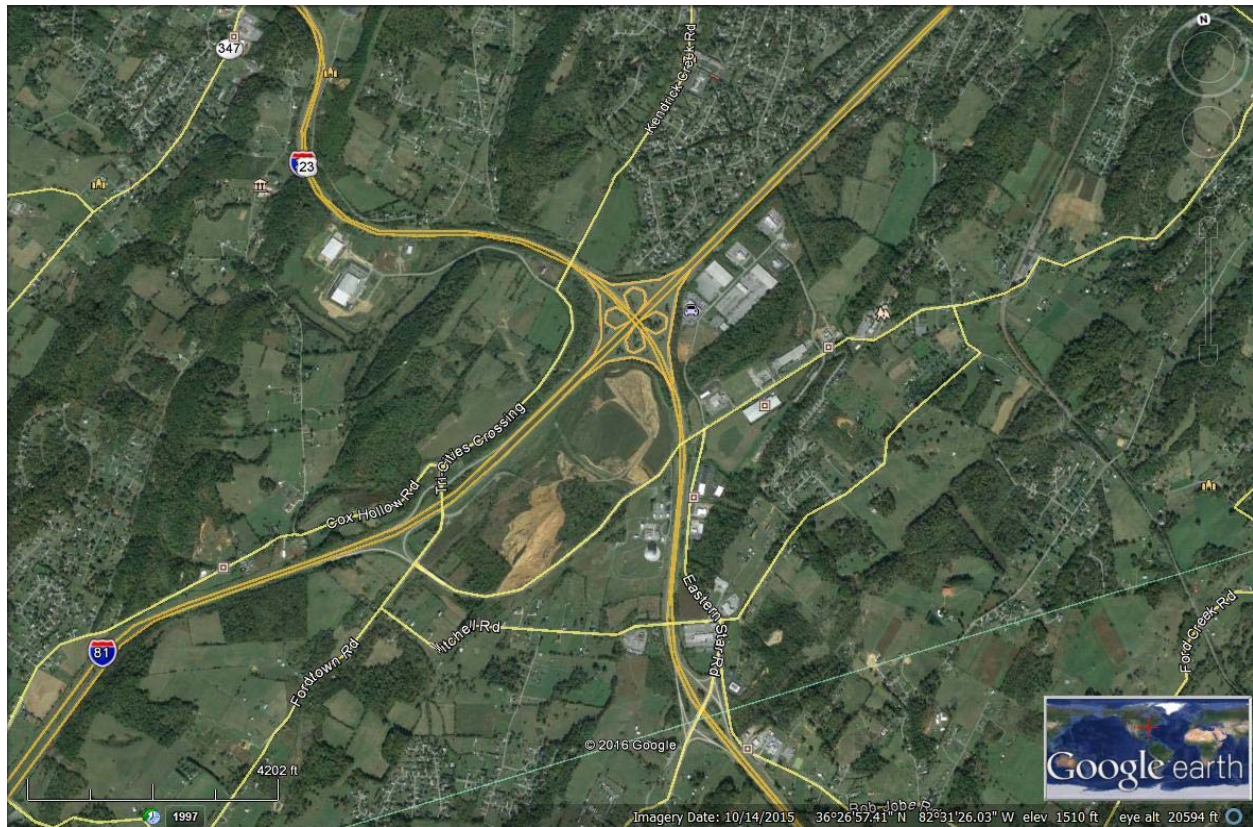
Date

William A. Albright
Chairman, Executive Staff

Date

Interstate 81 / Interstate 26 Interchange Area

Land Use and Transportation System Scenario Plan



Kingsport Area

Metropolitan Transportation Planning Organization



Jordan Rhoton

Bill Albright

MORELAND DRIVE



DEVELOPMENT AND TRANSPORTATION IMPROVEMENT PLAN



A product of the Kingsport TN/VA MTP0

Timothy Land

Bill Albright

**A Proposal Developed by the Kingsport Metropolitan Transportation
Planning Organization (MTPO)**



Ridesharing:

The Future of Transportation in the Greater Kingsport Area

Report prepared by Tucker Shull (UT-K) and Bill Albright (MPO Staff)

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
- 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**

RECENTLY COMPLETED

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

* Planned projects