

# ***Kingsport Metropolitan Transportation Planning Organization***

***Fiscal Year 2013***

## ***Unified Planning Work Program***

***(August 14, 2012)***

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**RESOLUTION – 2013 UPWP**

**BY**

**THE EXECUTIVE BOARD**

**OF**

**THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION**

**FY-2013 UNIFIED PLANNING WORK PROGRAM**

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

**WHERE AS**, this work program reaffirms the adopted Transportation Plan; and

**WHERE AS**, this work program document describes on-going and proposed Transportation Planning Activities for the study area according to task, responsible agency, purpose, previous work, study design, product, and financial summary; and

**WHERE AS**, the UPWP was developed in cooperation with the State and public transportation operators; and

**WHERE AS**, state and local agencies responsible for Transportation Planning Activities have jointly participated in preparation of a Unified Planning Work Program for FY-2013; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board and Executive Staff of the Kingsport Metropolitan Transportation Planning Organization do hereby approve and endorse the "Kingsport MTPO FY 2013 Unified Planning Work Program".

  
\_\_\_\_\_  
John Campbell, Chairman  
MTPO Executive Board

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Chris Campbell, Chairman  
MPTO Executive Staff

  
\_\_\_\_\_  
Date

**RESOLUTION – 2013 UPWP – Virginia Portion**

**BY**

**THE EXECUTIVE BOARD**

**OF**

**THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION**

**FY-2013 UNIFIED PLANNING WORK PROGRAM**

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

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**WHERE AS**, state and local agencies responsible for Transportation Planning Activities have jointly participated in preparation of a Unified Planning Work Program for FY-2013; and

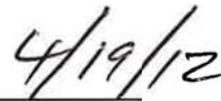
**WHERE AS**, the State of Virginia and the LENOWISCO Planning District Commission operate on a different fiscal year than other Kingsport MTPO member agencies requiring early adoption of the Virginia related tasks noted in the FY-13 Unified Planning Work Program; and

**WHERE AS**, the adoption of the Virginia portion of the FY-13 Unified Planning Work Program is contingent on satisfying any remaining reviews by VDOT, DRPT, FHWA, FTA or other interested party; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board and Executive Staff of the Kingsport Metropolitan Transportation Planning Organization do hereby approve and endorse the "Kingsport MTPO Unified Planning Work Program, FY 13".

  
\_\_\_\_\_

John Campbell, Chairman  
MTPO Executive Board

  
\_\_\_\_\_

Date

  
\_\_\_\_\_

Chris Campbell, Chairman  
MTPO Executive Staff

  
\_\_\_\_\_

Date

## LIST OF ABBREVIATIONS

2030 Plan .....	Kingsport Urban Area 2030 Transportation Plan
2035 (Long-Range) Plan .....	Kingsport MTPO Area 2035 Transportation Plan
ADA .....	Americans with Disabilities Act (ADA) of 1990
CAA/CAAA.....	Clean Air Act or Clean Air Act Amendments
CEQ.....	Council on Environmental Quality
CFR .....	US Code of Federal Regulations
CMAQ.....	Congestion Mitigation and Air Quality Improvement Program
CO.....	Carbon Monoxide
CSS.....	Context Sensitive Solutions
EJ .....	Environmental Justice
EPA/USEPA .....	United States Environmental Protection Agency
FHWA .....	Federal Highway Administration
FRA .....	Federal Rail Administration
FTA .....	Federal Transit Administration
FTDD.....	First Tennessee Development District
FY.....	Fiscal Year
GIS.....	Geographic Information System
HPR.....	Highway Planning and Research
HUD .....	(U.S. Department of) Housing and Urban Development
ITS.....	Intelligent Transportation Systems
KATS .....	Kingsport Area Transit Service
KDP.....	Kingsport Department of Planning
KDPT.....	Kingsport Division of Public Transportation
KTD .....	Kingsport Transportation Department
KPT .....	City of Kingsport
LENOWISCO PDC.....	Lee, Norton, Wise, Scott County – Virginia Planning District Commission
LPA .....	Tennessee Office of Local Planning Assistance
L RTP .....	Long Range Transportation Plan
MEOC .....	Mountain Empire Old Citizens (Virginia Rural Transit System)
MOVES.....	..”Mobile Emission Vehicle Simulator” (vehicle emissions modeling software)
MTPO .....	Metropolitan Transportation Planning Organization
MSA.....	Metropolitan Statistical Area
MTR .....	(TDOT, Office of) Multi-Modal Transportation Resources
NAAQS .....	National Ambient Air Quality Standards
NEPA .....	National Environmental Protection Act
NETRANS .....	Northeast Tennessee Rural Transit Agency
NOx .....	Nitrogen Oxide
OMB .....	Office Management and Budget
OPS.....	TDOT-Office of Programming and Scheduling (“Local Programming”)
PL-112 .....	FHWA Section 112 Local Planning Funds
PPP.....	Public Participation Plan
SAFETEA-LU .....	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Sec. 5303.....	FTA Section 5303 Technical and Planning Funds
Sec. 5307.....	FTA Section 5307 Operating Assistance Funds
SPR .....	State Planning and Research
TAZ .....	Traffic Analysis Zones
TDM .....	Travel Demand Management

**LIST OF ABBREVIATIONS (cont.)**

TDOT ..... Tennessee Department of Transportation  
TCC ..... Technical Coordinating Committee  
TDEC ..... Tennessee Department of Environment and Conservation  
TDP ..... Transit Development Plan  
TIP ..... Transportation Improvement Program  
TPR ..... Transportation Planning Report  
TRANSCAD .....TRANSCAD Traffic Modeling Software  
TRIMS .....Tennessee Roadway Information Management System  
TSM ..... Transportation System Management  
UPWP .....Unified Planning Work Program  
USDOT..... United States Department of Transportation  
UZA..... Urbanized Area  
VDOT.....Virginia Department of Transportation (Transportation Planning Division)  
VDRPT ..... Virginia Department of Rail and Public Transportation  
VMT .....Vehicle Miles Traveled  
VOC ..... Volatile Organic Compounds

## INTRODUCTION

### **Unified Planning Work Program**

As required of MTPOs through federal and state regulations, The Unified Planning Work Program (UPWP) is prepared in cooperation with member agencies and presents a continuing, cooperative, and comprehensive (the 3C”) approach to transportation planning activities. The Unified Planning Work Program (UPWP) also documents the transportation planning priorities and work tasks for the Kingsport Metropolitan Transportation Planning Organization (MTPO) for Fiscal Year 2013 (FY2013). FY 2013 begins October 1, 2012 and ends September 30, 2013. Preparation of the UPWP is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - as currently extended, and the Metropolitan Planning Regulations (23CFR 450.308) of the United States Department of Transportation. In addition, the UPWP was developed in cooperation with the State and public transportation operators. A new UPWP is required every fiscal year.

The UPWP is divided into five (5) program tasks which include: (A) Program Administration, (B) Travel Data Collection, Maintenance, and Analysis, (C) Air Quality and Congestion Mitigation, (D) Transportation Improvement Program, and (E) Multi-Modal and Long-Range Transportation Planning. Each program task provides specific information for each planning activity. The information contained in each task includes agency responsibility, task purpose, previous work, study design, product, and work schedule. The UPWP presents a continuing, cooperative, and comprehensive (the “3C”) approach to transportation planning within the Kingsport TN/VA MTPO area. The UPWP has been prepared in an effort to address specific federal, state and local agency requirements and to advance transportation initiatives within the MTPO area. Additionally, the UPWP is developed by the MTPO Executive Staff (Bill Albright, Chris Campbell).

### **Major accomplishment for Fiscal Year 2012:**

Fiscal Year 2012 was a year noted for several major MTPO Staff and Board accomplishments. The (year 2035) Long-Range Transportation Plan (LRTP) was completed and approved by the Executive Staff and Executive Board. The LRTP is the centerpiece of MTPO activities and the engine that drives the daily, weekly, and annual programs and projects that are described within this work program and other documents as well, i.e. TIP, local/regional studies, and other transportation plans. The long-range plan, thus, sets the course for work (the “work program”) by the MTPO Staff, state DOTs, and Executive Board. In addition to the LRTP several other planning studies were completed, including the Metro-Area Bike-Ped Plan, corridor studies in Virginia and Tennessee (TPRs), grant opportunities, and individual project planning.

### **Major Tasks for Fiscal Year 2013:**

It is important to note that the Kingsport MTPO approaches the LRTP, other general and project-specific studies, as well as the annual UPWP, with a focus on four transportation

improvement area's; (1) safety, (2) traffic / mobility, (3) access/travel time, and (4) economic development. Consequently, in developing new plans and/or studies for FY 2013 UPWP activities an emphasis on these 4 themes will continue. In addition, during FY 2013 another area of attention will be on the re-authorization of the current transportation act "SAFETEA-LU". It is important to communicate to local MTPO Board members, Staff, and associates what impacts the planning requirement in the new legislation will be on future MTPO operations and products.

There are other several other distinct focus areas for the upcoming fiscal year that are included in the work program. These are;

#### Project Development;

With major plans completed, more emphasis will be given in FY 13 on project-specific plans i.e. corridor studies, sub-area studies, site-specific problems, and more emphasis on programs, i.e. transit, bikeway, safety, air quality. In addition, a focus will be made on data collection for future adjustments and/or amendments to the LRTP. A new "Fiscal Years 2014 through FY 2017 Transportation Improvement Program" (TIP) will be developed during FY 13. Once the new TIP is finalized maintenance (amendments and/or adjustments) will occur as needed. Ongoing studies of specific LRTP and TIP projects will also occur, as recommended by MTPO Staff and Board members.

#### Urban and Planning area Boundary;

Data from the 2010 census is now being released, which includes very important information (and mapping) concerning changes to the MTPO area's population and boundaries. Specifically, MTPOs operate from 2 basic geographies; (1) the "urbanized" area (UZA), which determines what the official population within the MTPO's jurisdiction is, as well as funding for operations and project development, and (2) the "planning" area, which is a broader area used for long-range planning purposes. Utilizing this new census data, during the upcoming fiscal year MTPO Staff will be working to update (adjust) these boundaries (Task B in Planning Factors table). Maintaining up-to-date functional classification of roadways is also an important task. During FY 13 the MTPO will also be working to update the classifications of roadways within these adjusted MTPO boundaries. This might include potential new members where new boundaries cross in to adjacent county or municipal limits.

#### Livability;

The quality and efficiency of the Kingsport MTPO area's transportation system can have, in turn, an influence on Metro-Kingsport's quality of life. Therefore, transportation planning activities in FY 2013, and subsequent recommendations for improvements, will include a consideration for, in all tasks, quality of life or "livability". The MTPO will also continue to coordinate and collaborate with regional partners to promote programs and projects that contribute to sustainable communities. Opportunities and information for resources to support

such efforts through the "Partnership for Sustainable Communities" (USDOT, HUD, EPA) will be shared as they are available.

### Climate Change;

For several years the Kingsport MTPO has been involved in air quality initiatives, particularly through local ad-hoc organizations comprised of public and private participants. The most well-known is the "Ozone Action Partnership" (OAP), which is led primarily by local industries. The Partnership closely follows the national and local issue concerning air pollution. The MTPO is concerned primarily with mobile-sourced emissions where local industry focuses on both stationary as well as mobile source emissions. Attainment or non-attainment status is the critical concern in these local efforts. The OAP promotes and advertises methods to reduce emissions on days where ozone levels are projected to be high (and above) the national standards. Also a part of this very important health and quality of life issue is "Climate Change", which continues to be a growing problem nationally as well as world-wide. Climate change has created long-term above average temperatures world-wide that contributes to air pollution by creating more ozone and other materials. On a local level the Kingsport MTPO will follow closely this issue as it relates to transportation planning regionally and nationally in the coming years (Task C in Planning Factors).

### **Planning Factors and Federal Initiatives to be Considered**

SAFETEA-LU, as extended (and found in 23 CFR 450.306), specifies eight planning factors that must be considered in developing transportation plans and studies. They are:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system - across and between modes - for people and for freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

### **Planning for Operations**

Part of the MTPO's annual program of activities includes the development of plans and programs that focus on transportation operations (#7 in Planning Factors). Of particular

importance is maintenance and support of the regional Intelligent Transportation Systems (ITS) Architecture. The Architecture includes operational improvements, congestion management plans, data collection processes, traffic flow management, information dissemination, and other methods to manage traffic (vehicle, freight, transit, ped) in an efficient manner without necessarily adding capacity through major capital improvements. Corridor studies have been (and will be) used and are a valuable tool in determining where ITS applications may occur and where operations management can improve the movement of people and goods with the use of technology and less context-evasive method. A portion of the LRTP and other includes a section of travel demand management and recommends several ITS-based projects.

The following chart illustrates how the proposed work program tasks address the eight planning factors.

### Planning Factors Addressed by Task

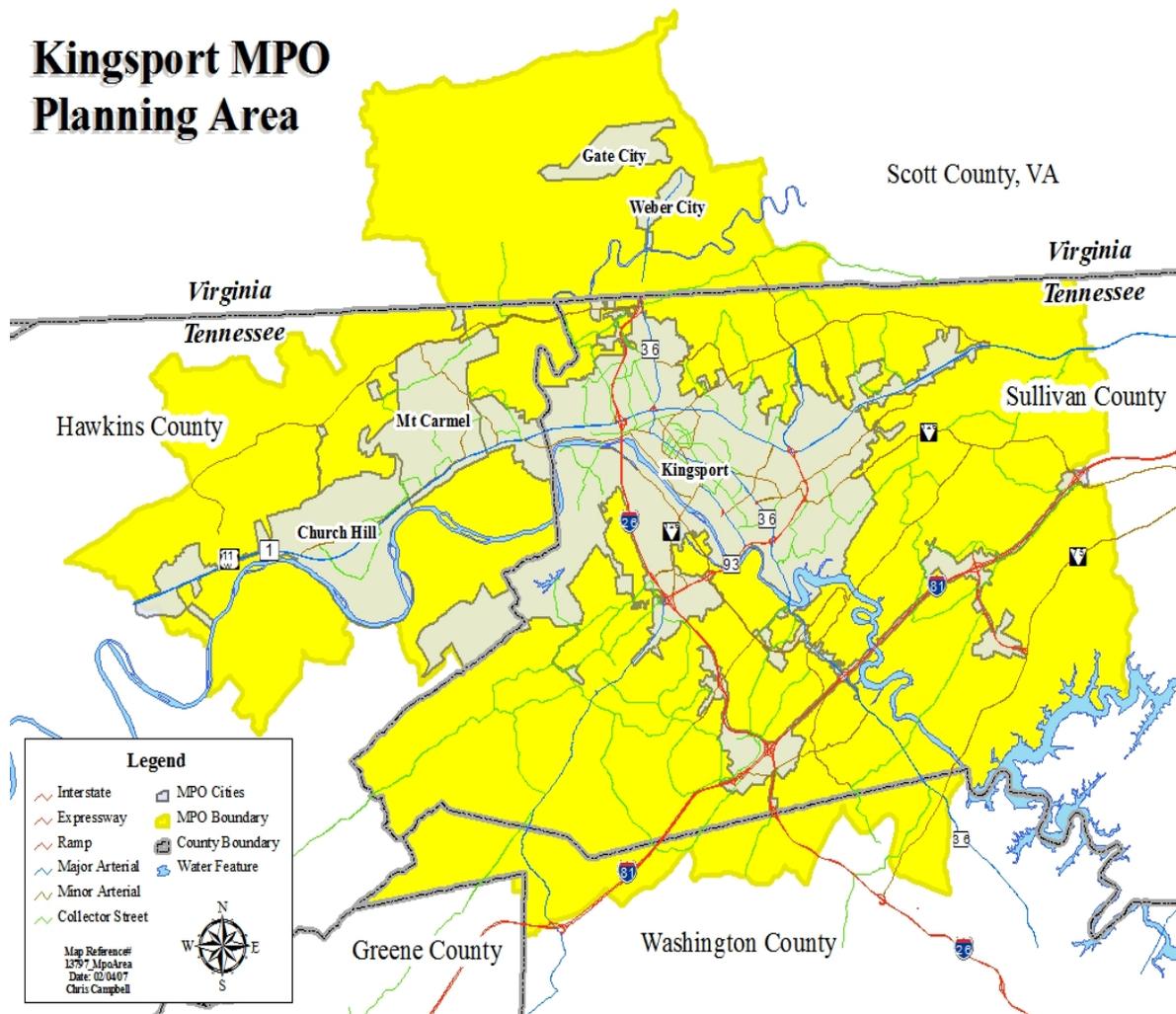
TASKS/FACTORS	1 Economic Vitality	2 Safety	3 Security	4 Mobility Options	5 Protect & Enhance the Environment	6 Multimodal Integration	7 Mgmt. & Operation	8 Preserve Existing System
A Program Administration			X		X	X	X	
B Travel Data Collection and Analysis (includes new census data)		X		X		X	X	X
C Air Quality and Congestion Mitigation (includes climate change issues)	X			X	X	X		
D Transportation Improvement Program	X	X	X	X	X	X		
E Multi-Modal and Long Range Transportation Plan (includes livability initiatives)	X	X	X	X	X	X	X	X

### **Study Area**

The planning area of the Kingsport MTPo includes portions of Sullivan, Hawkins, and Washington County, Tennessee, and Scott County, Virginia. Kingsport is the principal city with four other incorporated areas which include the towns of Church Hill and Mount Carmel in Tennessee and the towns of Gate City and Weber City in Virginia.

The coordination of the "3-C" transportation planning process and the resulting transportation improvement activities in the Kingsport urban area is the responsibility of the Kingsport Metropolitan Transportation Planning Organization (MTPO). Federal Statute and Regulations require, as a condition for the receipt of federal planning, capital, or operating assistance, that each urbanized area with a population over 50,000 develop, implement, and maintain a transportation planning process which results in plans and programs consistent with the comprehensive general plan of the urbanized area. These plans and programs provide support for subsequent project development activities for urban area transportation improvements.

## Kingsport MPO Planning Area



### Funding

Funding allocated to the MTPO for the planning tasks identified in this UPWP are provided by the Federal Highway Administration and the Federal Transit Administration through the Tennessee and Virginia Departments of Transportation. More specifically, the allocation of FHWA Section 112 Planning Funds (PL Funds) to the MTPO is made from an apportionment of funds to the States

(TDOT and VDOT) from the Federal Highway Administration. The matching funds are provided by the State DOT's as well as the City of Kingsport. For PL funds the ratios are 80% Federal and 20% Local in Tennessee, and 80% Federal, 10% State, and 10% Local in Virginia. The allocation of FTA Section 5303 program funds for public transportation planning is administered by the States on behalf of the MTPO. The matching ratio for these funds is 80% Federal, 10% State (TN and VA), and 10% Local. Planning activities undertaken by State DOT Staff (TN and VA) will be funded primarily with Highway Planning and Research (SPR) Funds. The matching ratio for these funds is 80% Federal and 20% State. The MTPO is advised each year of its funding allocations prior to the development of the UPWP. Distribution of fund allocations by task among the local agencies is the responsibility of the MTPO. Table 1 at the end of this document provides a summary of funding allocations by task, agency, and agency participation by funding source.

**Modifications to UPWP**

Modifications are necessary when the MTPO: changes the scope of the UPWP; adds new funds; adds or deletes work tasks or subtasks; or moves funds between work tasks

***Types of Modifications: (Amendments and Adjustments)*** Modifications to the UPWP involving FHWA/FTA funds fall into two categories, each requiring different action.

**Amendments are modifications that:**

- > Add or delete funds
- > Change the scope of the work task(s)
- > Add or delete a work task

**Adjustments are modifications that:**

- > Do not change the scope of the funded work tasks
- > Do not exceed more than fifteen percent (15%) of funds allocated in a work task

***Approval of Modifications:***

Amendments: Amendments must be federally approved. Prior to the request for federal approval, TDOT will review all UPWP amendment submittals for accuracy and completeness. When the amendment has been approved at the Federal level and TDOT has been notified, a copy of the formal notice of approval will be furnished to the MTPO.

Required Documentation for Amendments:

- A cover letter from the MTPO clearly detailing the proposed revisions
- A signed MTPO Board resolution approving the amendment and containing a brief description of the proposed revisions

- A copy of every affected UPWP page(s) as it appeared before the revision and a copy of the page(s) as amended
- A copy of the financial summary table(s) as it appeared before the revision and a copy as amended
- Documentation of public involvement

Adjustments: The Systems Planning and Policy Office should be advised of any MTPO revisions to the UPWP. Approval for an adjustment is not required, but notification of an adjustment to the State DOTs should occur within the consultative process prior to its execution by the MTPO Executive Board.

### **Public Participation**

The MTPO utilizes a Public Participation Plan (PPP) in the planning process to ensure the involvement of the public in plan formulation and transportation improvement programs. The PPP documents the process and procedures of the MTPO for informing local residents, businesses, and officials of the MTPO's regional planning efforts and how the MTPO seeks meaningful input into the transportation planning process. Each MTPO Technical Coordinating Committee (TCC) and Executive Board meeting is publicly advertised. Included in the public notice are date, time, location (including facilities meeting ADA requirements), a brief description of subject matter to be discussed and acted on, and a contact to receive further information. A public hearing is also provided at all MTPO meetings to afford citizens an opportunity to comment and ask questions on any transportation related subjects, including program, projects, and various studies (for example, the MTPO Staff may host a public hearing on freight issues and in the process seek input from local officials and freight stakeholders to successfully integrate freight planning in to the existing transportation planning process). Additionally, the MTPO maintains a website at [www.mpo.kingsporttn.gov](http://www.mpo.kingsporttn.gov) where documents can be downloaded, meetings notices are published and a variety of transportation planning information and links are provided. The UPWP is prepared with cooperation and guidance from federal, state, and local agencies. The UPWP is reviewed and discussed at scheduled public meetings, as dictated by the Public Participation Plan. It is also made available on the MTPO's website.

### **Environmental Justice and Title VI**

As part of the transportation planning process the Kingsport MTPO must address Environmental Justice and Title VI to minimize disproportionately adverse effects on minority populations and low-income groups in the development and implementation of transportation projects. Environmental Justice is strived for and achieved by identifying and addressing disproportionately high and adverse human health and environmental effects, including

interrelated social and economic effects of federal programs, policies and activities on minority populations and low income populations. It is the policy of the MTPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin. The Kingsport MTPO submits individual annual Title VI Reports to both TDOT and VDOT. The Title VI Report documents the MTPO's civil rights activities for the year. The Title VI assessment is a tool to evaluate outreach efforts to traditionally underserved populations to ensure those individuals receive equal access to transportation services. The UPWP dedicates a subtask to planning activities that includes Environmental Justice and Title VI assessment of transportation and transit projects.

### **TASK A. PROGRAM ADMINISTRATION**

**Responsible Agency:** MTPO Staff, LENOWISCO, TDOT – Long Range Planning Division, TDOT – Multimodal Transportation Resources, VDOT

**Purpose:** To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the urban area's comprehensive general plan ensure that all transportation planning projects meet Federal and State requirements. Continue to implement the requirements of Title VI, Environmental Justice and Public Participation into the MTPO process. Manage all MTPO functions in an efficient and effective manner.

**Previous Work:**

- A continuing work activity (following UPWP guidelines and directives)
- Coordination of MTPO TCC and Executive Board Meetings
- Prepared and adopted FY 2012 UPWP
- Prepared quarterly progress reports and reimbursement requests for MTPO activities , including both PL as well as Section 5303 activities (TN and VA)
- Managed financial issues and provided accountability of state federal, and local funds linked to MTPO operations and projects (TN, VA PL and Sect. 5303 funds)
- Title VI Report submitted to both TDOT and VDOT
- Utilized adopted Public Participation Plan (PPP)
- Continued modifications to MTPO website to provide users with better access to information on transportation planning activities
- Maintained over-sight on all priority products, i.e. TIP, LRTP, TPRs / Studies, etcetera, as well as efforts to achieve goals and objectives as set forth in the UPWP and MTPO by the Executive Board and Staff and representative jurisdictions. This includes furthering plans for SR 347 and SR 93 in Tennessee and plans for improvements to SR 224 in

Virginia (note; the corridor study is complete and efforts in FY 2013 will focus on funding the recommendations)

### **Study Design for 2013**

- Prepare FY 2014 Unified Planning Work Program
- Quarterly invoices, progress reports, and draft meeting minutes
- Manage financial issues and provided accountability of state federal, and local funds which are linked to MTPO operations and projects (PL and Sect.5303)
- Attend meetings of the MTPO, RPO, local, regional, state, and federal sponsored meetings related to transportation planning as needed
- Coordinate and schedule all business activities and meetings for the MTPO Executive Board and Technical Coordinating Committee
- Submit individual annual Title VI reports to the Tennessee DOT and to the Virginia DOT
- Ensure that all transportation planning activities are consistent with requirements of Environmental Justice and Title VI
- Monitor small/disadvantaged business participation in MTPO professional services
- Ongoing application of the Public Participation Plan and continued efforts to involve urban area citizens in the MTPO transportation planning activities and products
- Update and maintain the Kingsport MTPO website
- Prepare and maintain contact lists, media lists, and other lists as needed
- Attend transportation conferences, workshops, and seminars to ensure compliance with regulations and guidelines
- Continue administrative oversight related to development and completion of Multi-Modal Planning Activities, the Long-Range Plan, TIP, other plans and studies, i.e. TPRs, and other transportation planning products, with particular focus on activities surrounding completion of the MTPO-Area 2035 Plan (LRTP)
- Continue to evaluate and develop options and/or improvements to the “Public Participation” Process. An evaluation of the PPP that was utilized in the development and of the recently adopted Long-Range Plan will be conducted

TDOT: The Long Range Planning Division - will work jointly with the urban area to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies, and undertake general administrative activities.

TDOT: Multimodal Transportation Resources - will administer correspondence and telephone contacts regarding river transportation, urban public transit, rail service, ridesharing, and transportation systems management. Representatives of this office will participate in MTPO meetings; distribute federal guidelines and requirements; conduct seminars and work sessions; provide advice and assistance concerning feasibility of river transportation development; review study documentation and reports; administer funds

for port development. This office will coordinate FTA's Section 5303, 5310, 5307 and 5309 programs in Tennessee.

VDOT and LENOWISCO: Will continue to provide planning support for MTPO programs, projects, and activities related to multi-modal facilities and services, which includes the areas public transit programs, bicycle and pedestrian projects, as well as other studies and/or plans that relate to the Virginia portion of the MTPO.

**End Products and Work Schedule**

<b>Product</b>	<b>Work Schedule</b>
An ongoing transportation planning program	Continuing Task
FY 2014 UPWP	June 2013 (VA), August 2013 (TN)
Quarterly Reports	Completed within 45 days of end of quarter
Executive Board & TCC Meetings	Quarterly/As needed
Title VI Reports	TDOT September, VDOT August
Monitor the status of small/disadvantaged business participation	Continuing Task
Attend meetings, maintain contact lists, establish jurisdiction communication	Continuing Task
Implement and review PPP	Ongoing
Maintain Kingsport MTPO website	Ongoing
Workshops and Training	As Needed
Maintain progress on LRTP, TIP, other studies	Continuing Task

**Funding Sources**

<b>Task A. Admin</b>	<b>TN-PL</b>	<b>VA-PL</b>	<b>TN-SPR</b>	<b>VA-SPR</b>	<b>TN-Sec 5303</b>	<b>VA-Sec 5303</b>	<b>Total</b>
<b>MPO</b>							
Federal	\$60,000	\$1,126			\$16,000	\$860	\$77,986
State		\$140			\$2,000	\$107	\$2,247
Local	\$15,000	\$141			\$2,000	\$108	\$17,249
<b>TDOT</b>							
Federal			\$10,083				\$10,083
State			\$2,521				\$2,521
<b>LENOWISCO</b>							
Federal		\$18,000					\$18,000
State		\$2,250					\$2,250
Local		\$2,250					\$2,250
<b>VDOT</b>							
Federal							\$0
State							\$0
<b>TOTAL</b>	<b>\$75,000</b>	<b>\$23,907</b>	<b>\$12,604</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$1,075</b>	<b>\$132,586</b>

## TASK B. TRAVEL DATA COLLECTION, MAINTENANCE AND ANALYSIS

**Responsible Agency:** MTPO Staff, LENOWISCO, TDOT – Project Planning Division, VDOT

**Purpose:** To collect, update and maintain an inventory of transportation data. To initiate new and monitor established transportation inventories, both at the State and Local level, as well as changes in land use patterns and socioeconomic data necessary for comprehensive multi-modal short and long range transportation planning activities, including data used in Long-Range Plan updates, within Kingsport’s MTPO planning boundary.

### **Previous Work**

- Traffic volumes collected at 191 annual cycle count stations (TDOT)
- Special traffic count data collected for design projects as required
- Accident data from TN Department of Safety coded and filed
- High hazard accident data furnished for safety studies as needed (TDOT)
- Developed GIS traffic count maps to visualize transportation data
- Conducted annual counts throughout the MTPO area with specific counts being conducted upon request (for project-specific needs)
- Obtained and compiled a list of crash data from MTPO jurisdictions for analysis
- Monitored jurisdictional land use changes to analyze potential impacts on the transportation system
- Population, employment, and other demographic data collected for use in various planning products

### **Study Design for 2013**

- TDOT will continue to collect traffic count data at 191 annual cycle count stations
- TDOT, VDOT, and MTPO Staff will conduct special traffic counts as needed for planning and design projects, i.e. SR 224 / U.S. 23 (Virginia), Netherland Inn-Stone “Connector”, safety evaluations (SR 75), Carter’s Valley Road, etcetera. Note; the 23/224 corridor study in Virginia is complete and final documents have been received. As a result no future work is needed on the study. The goal now is to obtain funding for the recommendations, as outlined in the document.
- TDOT will maintain accident files, high hazard listings and other safety data as required. VDOT also maintains these records for MTPO reference and use as needed.
- Special attention will be given to the collection and organization of demographic, land use, traffic, and other pertinent data for the development of the 2035 (Long-Range) Transportation Plan, particularly for the travel demand modeling element as well as safety and growth scenario planning
- TDOT and MTPO Staff will conduct travel time studies, if needed, for specific corridors
- Collect, update and maintain transportation-related GIS database for the MTPO region
- Conduct research using the TRIMS database

- Collect, maintain and analyze socio-economic, land use, and travel pattern data from a variety of sources for traffic-generation needs
- Collect and disseminate 2010 Census data, update TAZs, define geography for region using tracts, block groups, or other geographic areas
- Utilizing new 2010 census data, during the upcoming fiscal year MTPO Staff will be working to update urbanized area and planning area boundaries as well as updating databases for the travel demand model and other relevant planning needs
- Update and maintain transit ridership data to improve performance
- LENOWISCO will provide data for Scott County in the form of demographic and socioeconomic data as well as additional land use information as it relates to transportation planning, with an emphasis on background data used to develop the 2035 (Long-Range) Plan
- Virginia DOT will continue to utilize Synchro modeling software for the purpose of traffic flow analysis
- VDOT will collect and disseminate traffic volume data, as directed by previously established schedules, as well as special needs i.e. new planning studies. VDOT obtains traffic counts in Scott County and the Town's of Weber City and Gate City on a three year cycle. Current schedule has these counts scheduled for 2012 fiscal year.

### **End Products and Work Schedule**

<b>Product</b>	<b>Work Schedule</b>
Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, other traffic data for planning and design studies (TN and VA)	Permanent count data collected and computed for computer storage weekly. Other special counts as needed
Vehicle miles of travel on functionally classified systems,	Annual cycle counts to be made in September - October 2012
High hazards lists, collision diagrams, accident data	Periodic collection of accident data
Updated data for TDOT TRIMS File	Accident data coded and stored daily
Development of computer programs, GIS activities, and the regional traffic demand model(TRANSCAD)	Throughout
Updated (2010) census data for MTPO area	Throughout
Special traffic and speed studies	As Needed
Specific data for TDModeling and LRTP Update	Throughout
Synchro traffic model simulation and analysis (VA)	Throughout (VDOT)

**Funding Sources**

Task B. Data	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
<b>MPO</b>							
Federal	\$20,800						\$20,800
State							\$0
Local	\$5,200						\$5,200
<b>TDOT</b>							
Federal			\$12,066				\$12,066
State			\$3,017				\$3,017
<b>LENOWISCO</b>							
Federal		\$16,800					\$16,800
State		\$2,100					\$2,100
Local		\$2,100					\$2,100
<b>VDOT</b>							
Federal							\$0
State							\$0
<b>TOTAL</b>	\$26,000	\$21,000	\$15,083	\$0	\$0	\$0	\$62,083

**TASK C. AIR QUALITY AND CONGESTION MITIGATION**

**Responsible Agency:** MTPO Staff, TDOT, VDOT, LENOWISCO

**Purpose:** Monitor regional congestion and air quality conditions and prepare for potential air quality issues within the MTPO area and counties. Develop plans and programs that could potentially mitigate congestion in the MTPO area, while at the same time improve air quality.

**Previous Work**

- Note; the Environment Protection Agency designated the Kingsport Area and Sullivan County as attainment areas under the 2008 Ozone National Ambient Air Quality Standards. Since 2008 “non-attainment” status for the Kingsport area and Sullivan County has been put on hold due to a postponement in federal legislation (additionally, recent measurements have indicated the 3 year running average is below the current standard)
- As part of the preliminary work necessary for preparation of the anticipated non-attainment status, Kingsport MTPO Staff, as well as LENOWISCO PDC and Sullivan County, intensified their involvement and training with TDOT, VDOT, FHWA, EPA, and TDEC to gain knowledge and understanding of air quality and conformity issues, processes, and products
- Frequently participated in the Inter-Agency consultation meetings and process, which helped MTPO Staff in preparing for future air-quality related products (TIP, LRTP)

- Kingsport MTPO and associated participants (LENOWISCO, Sullivan County) worked closely with public and private partners (formerly the Ozone Action Partnership Team) to promote the reduction of ozone in the MTPO area through media-driven public notification
- Continued to promote development of the Kingsport Regional ITS Plan
- Continued efforts to plan and initiate congestion mitigation projects, including those related to travel-time reduction, i.e. signal systems and potential ITS projects
- Efforts to reduce V/C ratios at various roadway locations were made through improved MTPO-supported traffic and transportation technology and research.

### **Study Design for 2013**

- Coordinate as well as participate in the Interagency Consultation Process
- Monitor EPA and state DOT's activities concerning designation of non-attainment status for Kingsport MTPO area
- Submit to State DOT's completed 2035 Plan travel demand model (TRANSCAD) for use in air quality modeling (MOVES) and conformity report
- Staff and partners, including LENOWISCO, Sullivan-Hawkins County, will continue to participate in training/conference sessions on air quality and conformity
- Continue working with area public and private partners in supporting and promoting the reduction of area ozone
- Work with FHWA, FTA, TDOT, VDOT, and local agencies to manage and implement the region's Intelligent Transportation Systems (ITS) Architecture
- Continue to work with MTPO County-based and District Agencies, including LENOWISCO PDC, to monitor air quality conditions and respond with appropriate planning activities, i.e. LRTP and TIP adjustments
- LENOWISCO will continue to participate in community action planning and appropriate transportation planning and traffic management initiatives in order to reduce VMT and mobile source emissions in the affected counties
- Continue planning and, where applicable, advancing congestion management plans and projects, with specific attention paid to travel time issues, signal systems, ITS projects, and multi-modal (transit) projects
- Address climate change mitigation and adaptation in the planning process
- Integrate the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, support for existing communities, coordinated policies, leveraging investments, and valuing communities and neighborhoods into the transportation planning process

## End Products and Work Schedule

<b>Products</b>	<b>Work Schedule</b>
Air Quality Conformity Assessment	Throughout
Mobile Source Emissions Inventory and Budget	July 2013
Interagency Consultation Process	Throughout
Coordination with EPA, TDOT, VDOT, TDEC, LENOWISCO	Throughout
Monitor air quality ratings and new quality standards	Throughout
Increase public awareness of air quality issues	Throughout
Integrate livability principles of more transportation choices and neighborhood values in the planning process	Throughout
Continuous evaluation of current and future traffic flow in the MTPo area, i.e. Congestion Management	Throughout

## Funding Sources

<b>Task C. AQCM</b>	<b>TN-PL</b>	<b>VA-PL</b>	<b>TN-SPR</b>	<b>VA-SPR</b>	<b>TN-Sec 5303</b>	<b>VA-Sec 5303</b>	<b>Total</b>
<b>MPO</b>							
Federal	\$35,200	\$0					\$35,200
State		\$0					\$0
Local	\$8,800	\$0					\$8,800
<b>TDOT</b>							
Federal							\$0
State							\$0
<b>LENOWISCO</b>							
Federal		\$6,000					\$6,000
State		\$750					\$750
Local		\$750					\$750
<b>VDOT</b>							
Federal							\$0
State							\$0
<b>TOTAL</b>	<b>\$44,000</b>	<b>\$7,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,500</b>

## **TASK D. TRANSPORTATION IMPROVEMENT PROGRAM**

**Responsible Agency:** MTPo Staff, TDOT, VDOT

**Purpose:** To continually update and maintain a financially constrained Transportation Improvement Program (TIP) that provides for the short and long-range transportation project needs of the urbanized area.

### Previous Work:

- Processed amendments and/or adjustments to the TIP to change funding and/or project scope / description / etc. (previous TIP)
- Reviewed proposed transportation projects by local agencies and TDOT
- Report on the status of TIP projects on a regular basis
- Completed and adopted FY 2011-2014 Transportation Improvement Program

- Assisted in the development of planning phases for various TIP projects (TPRs, etc.)

### **Study Design for 2013**

- Develop a new TIP (Fiscal Years 2014 – 2017) during the fiscal year.
- Process TIP amendments and/or adjustments that are consistent with LRTP
- Maintain a financially constrained TIP for both Tennessee and Virginia Highway projects as well as for Tennessee Public Transportation projects
- Coordinate with TDOT, VDOT, and local agencies on project schedules and funding
- Continue evaluation of transportation projects for inclusion in, or modifications to, the Transportation Improvement Program
- Cooperatively develop an annual list of obligated projects and continuously monitor fund balances with obligated and programmed totals
- Continue to provide planning assistance in the development of various TIP projects
- Continue to organize and develop “bucket” (or grouped) projects that are defined as those that share similar characteristics such as signal projects, safety projects, and enhancement projects

### **End Products and Work Schedule**

<b>Products</b>	<b>Work Schedule</b>
New TIP (Fiscal Years 2014 – 2017)	Completed by September 30, 2013
Maintenance of adopted FY 2011-2014 TIP	Throughout
TIP amendments and/or adjustments	As needed
Determination of TIP’s conformity with air quality requirements	Dictated by air quality status and subsequent schedule
Determine CMAQ eligible projects	Dictated by air quality status and subsequent schedule
Annual Listing of Federally Obligated Projects	December 2012

### **Funding Source**

<b>Task D. TIP</b>	<b>TN-PL</b>	<b>VA-PL</b>	<b>TN-SPR</b>	<b>VA-SPR</b>	<b>TN-Sec 5303</b>	<b>VA-Sec 5303</b>	<b>Total</b>
<b>MPO</b>							
Federal	\$32,000						\$32,000
State							\$0
Local	\$8,000						\$8,000
<b>TDOT</b>							
Federal							\$0
State							\$0
<b>LENOWISCO</b>							
Federal							\$0
State							\$0
Local							\$0
<b>VDOT</b>							
Federal				\$25,000			\$25,000
State				\$6,250			\$6,250
<b>TOTAL</b>	\$40,000	\$0	\$0	\$31,250	\$0	\$0	\$71,250

## **TASK E. MULTIMODAL AND LONG RANGE TRANSPORTATION PLANNING**

**Responsible Agency:** MTPO Staff, LENOWISCO, TDOT – Long Range Planning Division, VDOT

### **Purpose:**

#### Multi-Modal Planning

Continue to develop and update inventories of multi-modal facilities, services, and programs for the MTPO area and periodically evaluate these for shortages and/or gaps, thus enabling the planning process to produce more effective and advanced multi-modal short and long-range plans.

Multi-Modal planning in the Virginia portion of the MTPO also includes continued planning support and development of the rural public transit program, specifically “Mountain Empire Older Citizens” agency (MEOC) and that serves as a link to other programs, i.e. KATS (Kingsport) urban transit system and NETRANS in the Kingsport / Sullivan County area.

#### Long-Range Planning

Task E includes an ongoing review and analysis of various elements within the completed Long-Range Plan. The purpose is to maintain a link between current TIP projects as well as other projects and program as well as provide an ongoing analysis for, and/or amendments to, the Long-Range Transportation Plan. The purpose is also to provide a continuously updated comprehensive long-range transportation plan that will provide for the future transportation needs of the MTPO Study Area and consider all modes of travel in the process. The LRTP should also be periodically evaluated to determine future needs within the MTPO Study Area for multimodal facilities, programs, systems, and projects;

Modeling – continue to assist the MTPOs with their modeling needs, including technical assistance for MTPO staff, training, review of models, and oversight of consultants contracted to work on the models

Traffic Flow – continue evaluating traffic flow as it changes (via state and local traffic count programs) and provide adjustments or amendment to the LRTP as needed for this purpose

Freight – continue to assess current and projected demand for statewide freight and goods movement and the relative capacity of facilities in the urban areas that carry these trips

ITS – continue to evaluate needs and opportunities for improved operations of the state transportation system within urban areas and plan for operational and capital solutions to these needs

Environment – Continuous consideration should also be made towards ongoing protection of the environment, which includes potential impact of climate change, and community during the long-range planning process. This leads to a focus on the status of air quality and subsequent LRTP requirements.

Fiscal Constraint – As the long-range plan is amended, a continuous theme of fiscal constraint and/or responsibility should be maintained throughout the process .

### **Previous Work**

- SAFETEA-LU compliant “2035 Transportation Plan” development, completion, and adoption – plus amendments and/or adjustment when needed
- Previous to LRTP completion, worked with contract consultants to assist with model development, freight planning, ITS development ,and other specialty areas within the long-range planning process
- Previous to LRTP completion, data collected for 2035 plan development (including collection of travel demand model background data)
- Conducted corridor studies to analyze existing and future mobility needs related to the long-range planning process
- Participated in TDOT and VDOT sponsored studies for identification of future projects
- Training on air quality issues, including preparation for non-attainment status and subsequent long-range planning requirements (conformity process and report)
- Continuation of contract consultant work for developing and completing plan update (2035 Plan)
- Final evaluation and selection of current and future projects (through needs analysis from traffic modeling and safety data) for inclusion in the updated plan (2035 Plan)

### **Study Design for 2013**

#### **Long-Range Planning**

- Continue monitoring of the new LRTP and other long-range planning documents i.e. metro-area bike/ped plan, as they related to development of specific project and/or recommendations
- Begin transitioning from LRTP to project-specific studies (the LRTP provides a guide to more specific studies i.e. TPRs, corridor studies, site-specific plans, short-term capital improvement plans, etcetera)

- Continue updating demographics and traffic data for long-range planning purposes
- Utilization of the newly completed travel demand model where significant changes in traffic flow may be occurring due to new commercial, residential, or service development within the MTPo area.
- Amendments to the recently adopted LRTP will be processed, as needed

**Multi-Modal (transit, bike, pedestrian, etc.)**

- Continue to support and develop area-wide public transit (bus) systems, including KATS (Kingsport Area Transit System), NETRANS (Northeast Tennessee Rural Transit System), and MEOC (Mountain Empire Older Citizens agency – Virginia) and private providers charter, taxi, etc.). This includes continued evaluation of service supply and demand, evaluation of systems expansion where needed, development of planning products that identify capital and operating needs, research on funding opportunities and restrictions, and demographic analysis for patronage and marketing of services.
- Assist in evaluating the current and future demand and supply of multi-modal facilities, services, and programs (including mass transit systems), for potential capital and “systems operations” improvements, while considering the needs of elderly and disabled citizens.
- Assist local public transportation / transit providers in developing a “Locally Coordinated Human service Transportation Plan” during the fiscal year
- Focus on evaluating needs for current and future bicycle and pedestrian facilities, i.e. “mobility paths”.
- The Virginia Department of Transportation and LENOWISCO PDC will continue to provide planning support for the development of bikeway and pedestrian facilities, both rural and urban. VDOT and LENOWISCO will also continue to provide continued assistance towards the planning and operations of public transit programs in the MTPo area, specifically MEOC in Scott County. For Fiscal Year 2013 this includes a continued a focus on bicycle and pedestrian planning that progresses towards implementation of specific elements within the plan. In Virginia an emphasis will be made towards a multi-jurisdictional approach that includes portions of Gate City, Weber City, and Scott county Virginia (and Tennessee). A regional “Bikeway Plan” will provide links to the various jurisdictional trail systems in the area.

**Other Long-Range Planning Activities**

- Freight and Rail – assess current and projected demand for local and statewide freight and goods movement and the relative capacity of facilities in the study area that carry these trips. Evaluate current and future truck and rail traffic and travel patterns within

the Study Area to determine future facilities and operations needs. Emphasize needs assessment and subsequent development of plans and recommendations for truck and rail facilities i.e. intermodal terminals.

- Congestion Management and Intelligent Transportation Systems – evaluate needs and opportunities for improved operations of the MTPO Area’s transportation system and plan for operational and capital solutions to these needs using ITS applications where possible, particularly advanced traffic control technology.
- Air Quality – address the current and future air quality issues in the Study Area as it relates to future travel patterns, with consideration for recommending projects in the updated plan (2035 Plan) that reduce vehicle miles traveled and accompanying emissions. Also prepare for non attainment status and subsequent travel demand modeling and air quality conformity regulations and reporting. As part of air quality issues, the Kingsport MTPO will begin to explore the possibilities of integrating climate change considerations into the area long-range transportation Planning process. In reference to FHWA’s report entitled “Integrating Climate Change into the Transportation Planning Process”, this will include investigating ways to reduce greenhouse gases and vehicle emissions through various improvements to the transportation system, i.e. reduction in VMT via changes in land use, increased usage of mass transit and other modes of travel, fuel alternatives, congestion pricing, and other initiatives.
- Public Involvement – assist in public involvement and inter-agency consultation process utilizing the MTPO’s Public Participation Plan throughout the long-range plan update process;
  - Work closely with local and regional planning agencies and governments i.e. Kingsport Planning Commission, Sullivan County Planning Commission, City of Church Hill, City of Mt. Carmel, Town of Weber City, and Town of Gate City, to establish efficient (financially constrained) and effective transportation improvement recommendations
  - Follow Inter-Agency Consultation and Public Participation Plan schedule
- Financial Constraint – assure that all plan elements and recommended improvements include a financial element that maintains fiscal constraint, whereby accurate projections of project costs do not exceed anticipated funding (based on past and projected revenues).

## End Products and Work Schedule

Product	Work Schedule
<b>A continually updated <u>Long-Range Transportation Plan</u> for the Kingsport, Tennessee Urban Area</b>	<b>Continuing Task</b>
Continuation of LRTP Update (2035 Plan) that will lead to adoption by due date of June 14, 2012	Continuing Task
Complete and apply 2035 Plan Travel Demand Model And Other Plan Elements – on schedule	Continuing Task
LRTP Air Quality Conformity process	As dictated by EPA for area
Participate with VDOT in Regional Corridor Study	Throughout FY
Coordination with KATS, Mountain empire Older citizens (MEOC), and other Area Transit Services	Throughout FY
Support/Develop MTPO Area-wide Multimodal Options (bike, ped), including, Scott County Virginia initiatives	Continuing Task
Public Participation Process	Continuing Task
Corridor studies linked to LRTP	As Needed
Congestion Mgmt. and ITS project development	Throughout FY
Review enhancement Grants	As Needed
Disseminate transportation information	Ongoing
Amendments to current LRTP	As Needed

## Funding Sources

Task E. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
<b>MPO</b>							
Federal	\$40,048	\$3,379			\$16,633	\$2,580	\$62,640
State		\$422			\$2,079	\$322	\$2,823
Local	\$10,012	\$422			\$2,079	\$323	\$12,836
<b>TDOT</b>							
Federal			\$32,490				\$32,490
State			\$8,122				\$8,122
<b>LENOWISCO</b>							
Federal		\$5,200					\$5,200
State		\$650					\$650
Local		\$650					\$650
<b>VDOT</b>							
Federal							\$0
State				\$0			\$0
<b>TOTAL</b>	<b>\$50,060</b>	<b>\$10,723</b>	<b>\$40,612</b>	<b>\$0</b>	<b>\$20,791</b>	<b>\$3,225</b>	<b>\$125,411</b>

**FUNDING CHART**

**TABLE 1**

**KINGSPORT METROPOLITAN PLANNING ORGANIZATION  
FY 13 FUNDING SOURCE BY TASK**

TASKS BY FUNDING SOURCE	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION							TOTAL
	TENNESSEE				VIRGINIA							SECTION 5303 - Kpt.					SECTION 5303-TDOT	TN STATE MATCH	
	SPR	TDOT	Kpt.		SPR	VDOT	Kpt.		LENOWISCO		VDOT*	TN	VA	TDOT	VDOT	LOCAL**			
		TN-PL	LOCAL			VA-PL	LOCAL	PL	LNWSC										
A. Program Administration	\$10,083	\$2,521	\$60,000	\$15,000			\$1,126	\$141	\$18,000	\$2,250	\$2,391	\$16,000	\$860	\$2,000	\$107	\$2,108			\$132,586
B. Data Collection, Maintenance and Analysis	\$12,066	\$3,017	\$20,800	\$5,200					\$16,800	\$2,100	\$2,100								\$62,083
C. Air Quality and Congestion Mitigation			\$35,200	\$8,800			\$0	\$0	\$6,000	\$750	\$750								\$51,500
D. Transportation Improvement Program			\$32,000	\$8,000	\$25,000	\$6,250													\$71,250
E. Multimodal and Long Range Transportation Planning	\$32,490	\$8,122	\$40,048	\$10,012			\$0	\$3,379	\$422	\$5,200	\$650	\$1,072	\$16,556	\$2,580	\$2,069	\$322	\$2,392		\$125,315
<b>TOTAL</b>	<b>\$54,639</b>	<b>\$13,659</b>	<b>\$188,048</b>	<b>\$47,012</b>	<b>\$25,000</b>	<b>\$6,250</b>	<b>\$4,505</b>	<b>\$563</b>	<b>\$46,000</b>	<b>\$5,750</b>	<b>\$6,313</b>	<b>\$32,556</b>	<b>\$3,440</b>	<b>\$4,069</b>	<b>\$429</b>	<b>\$4,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$442,734</b>

\*Total includes Virginia State Match for Kingsport and LENOWISCO Combined

\*\*Total Includes Local Match for TN and VA Combined

**Contributor by Funding Source**

Federal	\$54,639		\$188,048	\$47,012	\$25,000	\$6,250	\$4,505	\$563	\$46,000	\$5,750	\$6,313	\$32,556	\$3,440	\$4,069	\$429	\$4,500	\$0	\$0	\$354,188
TDOT		\$13,659												\$4,069				\$0	\$17,728
VDOT						\$6,250					\$6,313				\$429				\$12,992
LENOWISCO									\$5,750										\$5,750
Kingsport MPO				\$47,012				\$563								\$4,500			\$52,075
<b>TOTAL</b>	<b>\$54,639</b>	<b>\$13,659</b>	<b>\$188,048</b>	<b>\$47,012</b>	<b>\$25,000</b>	<b>\$6,250</b>	<b>\$4,505</b>	<b>\$563</b>	<b>\$46,000</b>	<b>\$5,750</b>	<b>\$6,313</b>	<b>\$32,556</b>	<b>\$3,440</b>	<b>\$4,069</b>	<b>\$429</b>	<b>\$4,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$442,734</b>