Bill Albright
MTPO Manager

Troy J. Ebbert
MTPO Coordinator

201 West Market St
Kingsport, TN 37660
MTPO@KingsportTn.gov
423.229.9332

August 11, 2014

Angie Midgett
MPO Program Manager
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Re: Amendment Number 3 to Kingsport MTPO's FY 2014-2015 Unified Planning Work Program (UPWP)

Dear Angie:

We are requesting to amend our FY 2014-2015 UPWP as follows:

**"Text Changes and Additions Throughout Document":**

Numerous changes were made to the text throughout the previous UPWP document based upon several reviews conducted, and subsequent recommendations made, by TDOT and FHWA. These changes have been highlighted in the draft version developed prior to publication of the final (enclosed) document. There are no funding adjustments made to this final version. Therefore, these changes above do not increase or decrease the overall PL budget amount listed in the current Kingsport MTPO FY 2014-2015 UPWP.

Enclosed are copies of the amended UPWP, the Policy Board's signed resolution, and documentation of public involvement. If you have any questions or need additional information, please let me know.

Sincerely,

William A. Albright, Kingsport MTPO

Enclosure

cc: Deborah Fleming, TDOT
Troy Ebbert, Kingsport MTPO

# *Kingsport Metropolitan Transportation Planning Organization*

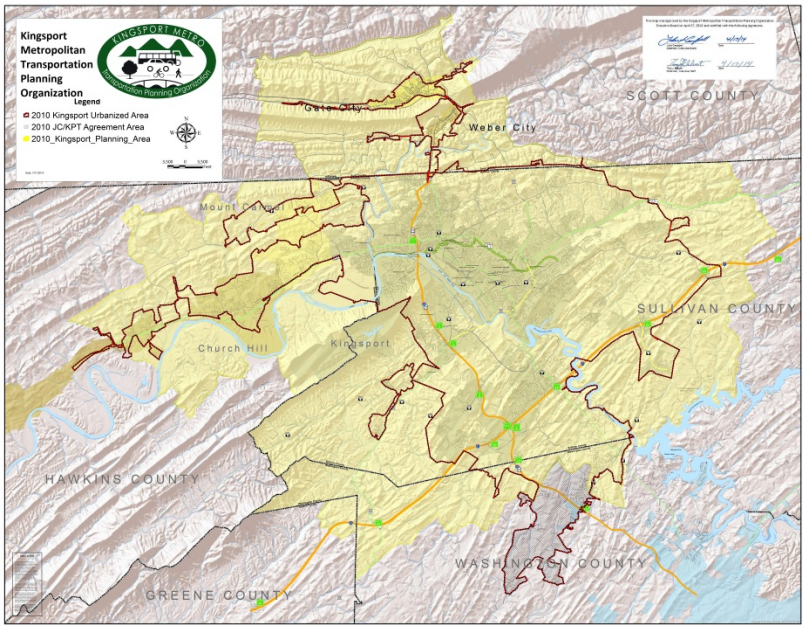
# *Fiscal Years 2014 and 2015 Unified Planning Work Program*

## (June, 2013)

***AMENDED***

***APRIL 17, 2014  MAY 27, 2014  August 11, 2014***

*The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared in cooperation with the United States Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Tennessee Department of Transportation and the Virginia Department of Transportation*




*The Kingsport Metropolitan Transportation Planning Organization ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 26; related statutes and regulations to the end that 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 assistance from the U .S. Department of Transportation on the grounds of race, color, sex, or national origin*

Kingsport Metropolitan Transportation Organization
201 West Market Street, Kingsport, Tn. 37660
(423) 224-2677 or (423) 229-9400 or www.mtpo.kingsporttn.gov

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**RESOLUTION – 2014 and 2015 UPWP**

**BY**

**THE EXECUTIVE BOARD**

**OF**

**THE KINGSPORT METROPOLITAN TRANSPORTAION PLANNING ORGANIZATION**

**Amendment #3**

**FY-2014 and 2015 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 metropolitan planning 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-2014 and FY 2015; and

**WHEREAS**, the Kingsport MTPO Executive Board and Executive Staff are amending the previously adopted Kingsport 2014-2015 Unified Planning Work Program to update the financial and programmatic information, as identified in the UPWP document, and entitled Kingsport 2014-2015 Unified Planning Work Program, Amendment #3.

**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 Metropolitan Transportation Planning Organization FY 2014 and FY 2015 Unified Planning Work Program, Amendment #3".

Tilden Jeff Fleming, Chairman
MTPO Executive Board

8/11/14
Date

Troy J Ebbert, Chairman
MTPO Executive Staff

8/11/14
Date

***RESOLUTION – Virginia Edition***

**BY**

**THE EXECUTIVE BOARD**

**OF**

**THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION**

**Amendment #2**

**FY-2014 and FY-2015 UNIFIED PLANNING WORK PROGRAM; Virginia Edition**

**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 metropolitan planning area according to task, responsible agency, purpose, previous work, study design, product, and financial summary; and

**WHERE AS**, this work program was developed in cooperation with Federal, State, and Local 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-2014 and FY 2015; 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-2014 and FY-2015 Unified Planning Work Program; and

**WHERE AS**, the adoption of the Virginia portion of the FY-2014 and FY-2015 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 Metropolitan Transportation Planning Organization FY 2014 and FY 2015 Unified Planning Work Program, Amendment #2".

John Campbell, Chairman
MTPO Executive Board

4/17/14
Date

Troy Ebbert, Chairman
MTPO Executive Staff

4/17/14
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 Railroad 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
LRTP ..... Long Range Transportation Plan
MAP-21 ..... Moving Ahead for Progress for the 21st Century (Federal Transportation Act)
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 Policy 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

## LIST OF ABBREVIATIONS (cont.)

SPR ..... State Planning and Research
TAZ ..... Traffic Analysis Zones
TDM ..... Travel Demand Management
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 Metropolitan Transportation Planning Organizations (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 Years 2014 (FY2014) and 2015. The Tennessee Federal Highway Administration (FHWA) and the Tennessee Department of Transportation's (TDOT) fiscal years begin October 1 and ends September 30. For the Virginia Department of Transportation (VDOT) the Fiscal Years begin on July 1 and end June 30. Preparation of the UPWP is required by MAP-21 (Moving Ahead for Progress in the 21st Century Act), and the Metropolitan Planning Regulations (23 Code of Federal Regulations 450.308) of the United States Department of Transportation. The Kingsport MTPO's UPWP has been developed, and will be carried forth, according to the provisions set forth in MAP-21 as well as federal, state (Tennessee and Virginia), and local legislation and policies pertaining to transportation planning activities, products, and regulations. In addition, the UPWP was developed in cooperation with the State and public transportation operators. The UPWP is also developed in coordination and cooperation with all member and affiliated agencies, including Scott County - Weber City - Gate City Virginia, Sullivan - Hawkins - Washington County Tennessee, the City of Kingsport, and local planning agencies.

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 (TIP), 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, a new UPWP, which is developed by the MTPO Executive Staff, is required every two years.

### Major Accomplishments for Fiscal Year 2014;

One of the primary tasks for FY 2014 was to finalize the development and adoption of a new Transportation Improvement Program (2014 through 2017). The TIP is an extremely important product of the MTPO and serves as a mechanism to advance priority projects from the Long-Range Transportation Plan (LRTP). In addition, 2014 focused more on finite research and

planning studies that concentrated on specific corridors, sub-areas (high population/trip centers), programs (public transit), specialty areas (bike and ped and other grant initiatives), and street and highway problem areas that experience a low level of service (LOS) and high accident rates. Particular attention was given towards the adjustment to the MTPO urbanized and planning area boundary (smoothing process). It is important to note that, in FY 2014 and in all future activities, the Kingsport MTPO approached the Long-Range Transportation Plan (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 during FY 2014 an emphasis on these 4 themes will continue. In addition, during FY 2014 another area of focus was on the continuation of programs as set forth in MAP-21. 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.

**Major Tasks for Fiscal Year 2015**;

2015 will begin the process of developing an update to the current Long-Range Plan (Year 2035). The new plan (Year 2040) will be based on more "real-time" census figures, as the last plan (developed in 2010) utilized extrapolated 2000 census statistics. The next plan will be due in early 2017. In addition during 2015 the MTPO staff will concentrate more on project planning for subareas and corridors linked to the long-range plan. In essence, planning activities will focus on by-products of the current long-range plan that relate to project specific development and sectors within the MTPO metropolitan planning areas. 2015 tasks will also include a continued focus on multimodal planning, particularly pedestrian, bicycle, and transit issues, programs, and capital improvements. Grant programs derived from MAP-21 will also be pursued as has been successfully done within the Kingsport MTPO area for the past 20+ plus years. Data packages for traffic flow, safety records (crash records), employment centers, particularly those that have experienced significant changes, i.e. new retail areas or declining retail areas, will be updated. Again, in FY 2015 the MTPO will continue to use as guidelines for the ongoing work program four transportation improvement areas; (1) safety, (2) traffic / mobility, (3) access/travel time, and (4) economic development. In developing new plans and/or studies for FY 2015 UPWP activities an emphasis on these 4 themes will continue. In addition, during FY 2015 MTPO staff will pay close attention to new legislation that will replace MAP-21 that will likely change some aspects of MTPO operations, funding, and planning activities linked to capital improvements.

MTPO Organizational Structure

The Kingsport MTPO was chartered in 1977, which included the adoption of initial by-laws. In these by-laws the basic organizational structure was established, which included an Executive Staff and an Executive Board. A Technical Coordinating Committee was also established that includes representatives from various jurisdictions in the technical staff level. These included

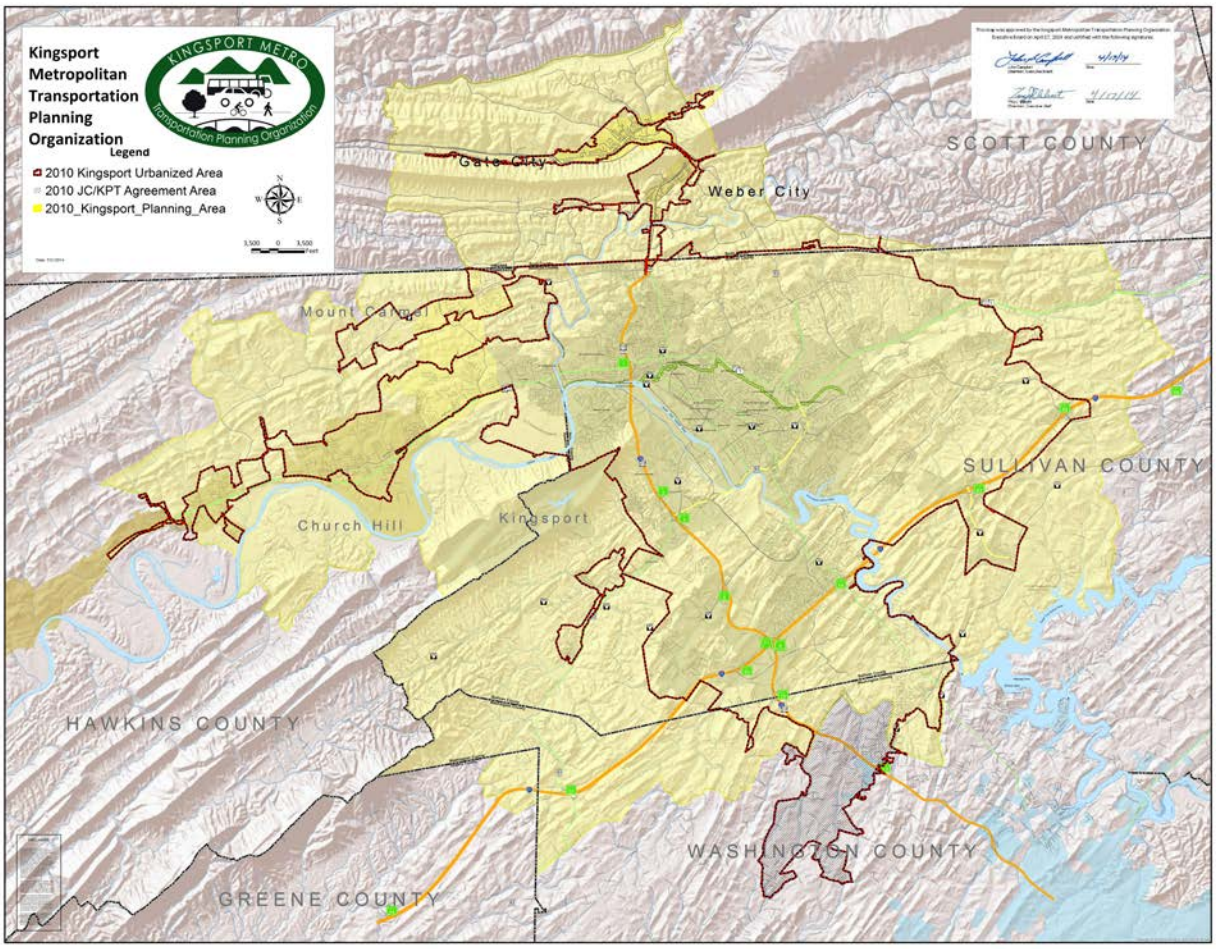
public works directors, traffic engineers, highway commissioners, and other support staff. The Executive Board originally consisted of 7 members; TDOT, VDOT, the Lee County, City of Norton, City of Wise, and Scott County (LENOWISCO) Planning District Commission, the City of Kingsport, Sullivan County, the Tennessee State Planning Office (who served as a representative for Hawkins County governments), and the First Tennessee Development District (FTDD). The FTVDD was later dropped around 1994. Since the State Planning Office was recently eliminated, the membership had been reduced to 6. In FY '14 the FTDD was added back as an official member to replace the vacant State Planning Office membership. With this the Kingsport MTPO Executive Board is now back to 7 members.

***Metropolitan Planning 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.

Note; The Kingsport MTPO staff, in cooperation with the Tennessee and Virginia DOT's, have completed a thorough evaluation of potential changes to the official "urbanized area" as well as the "planning" areas . These were submitted to the Departments, along with the federal agencies, for their review. Adjustments to boundaries were subsequently made and approved by the MTPO Executive Board in th latter part of FY '14. As a result, the FY '15 UPWP will operate under the geographic parameters as set forth is these adjustments approved by MTPO member agencies.




**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 (FTA) through the Tennessee and Virginia Departments of Transportation (TDOT and VDOT). 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 State Planning and Research (SPR) Funds. The matching ratio for these funds is 80% Federal and 20% State. The MTPO is advised each year of its funding allocations prior to the development of the UPWP. 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:**

> Change the scope of the work tasks(s)
> Add or delete a work task or funding source
> Moves 20% or more of funds from one task to another

**Adjustments are modifications that:**

> Do not change the scope of the funded work tasks
> Does not move more than 20% of funds form one task to another

***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 TDOT Long-Range Planning Division 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. Adjustments are documented through presentation of materials at Executive Board meetings and minutes thereof.

## Public Participation

The MTPO utilizes a Public Participation Plan (PPP) as part of the planning process to ensure that the public is involved in the formulation of UPWPs, studies, Transportation improvement Programs, and various other plans. 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 Americans with Disabilities (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.MTPO.kingsporttn.gov where documents can be downloaded, meetings notices are published and a variety of transportation planning information and links are provided. The UPWP, which is prepared with cooperation and guidance from federal, state, and local agencies, is reviewed 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. Small and minority owned business participation is monitored through annual Title VI reports to TDOT and VDOT.

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

MAP-21 specifies eight Planning Factors and several Federal Initiatives that must be considered in developing transportation plans and studies. The Planning Factors are as follows:

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.

The following table illustrates how the proposed work program tasks address the eight Planning Factors from MAP-21.

## MAP-21 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 | X | | | X | X | X | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| (includes climate change issues) | | | | | | | | |
| D Transportation Improvement Program | X | X | X | X | X | X | | |
| E Multi-Modal and L-Range Transportation Plan (includes livability initiatives) | X | X | X | X | X | X | X | X |

The Kingsport MTPO Fiscal Years 2014 and 2015 Unified Planning Work Program also addresses several Federal initiatives in carrying out transportation planning activities that are described in this document. This includes the development of transportation plans and studies within the MTPO area. These "Federal Initiatives" and how they link with these tasks within this Work Program are found in the table below.

## Federal Initiatives Addressed by Task

| Federal Initiatives | Planning and Environmental Linkages | Livability | Sustainability | Climate Change / Extreme Weather | Freight | Planning for Operations |
|---|---|---|---|---|---|---|
| A. Program Administration | X | X | X | X | X | X |
| B. Travel Data Collection and Analysis (includes new census data) | X | X | X | X | X | X |
| C. Air Quality and Congestion Mitigation (includes climate change issues) | X | X | 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 |

A more detailed description of those found in the previous table as well as other Federal initiatives for the upcoming 2015 fiscal year (as included in the work program) are found below.

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.

Planning and Environmental Linkages

In developing various annual and/or periodic products, including the UPWP, TIP, and Long-Range plan, the MTPO includes the consideration of what impacts plans and recommendation will have on the environment. The link between project planning, program planning, and the interaction with other transportation planning issues and initiatives, i.e. freight, land use, and ITS, with environmental sensitivity, is important and will be incorporated in each and every task identified in the Work Program.

Project Development

With major plans completed, more emphasis will be given on project–specific plans i.e. 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 and adopted during FY 14. Once the new TIP is finalized maintenance (amendments and/or adjustments) will occur as needed ('FY 14 and '15). 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 has now been 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 Fiscal Year 2014 MTPO Staff worked to update these boundaries and on May 19, 2014 the adjusted Kingsport Urban and Planning Area Boundaries. The Federal Highway Administration approves adjustments to the Urbanized Area, whereas the Governor(s) give concurrence to changes in the Metropolitan Planning Area boundary (Task B in Planning Factors table). Maintaining up-to-date functional classification of roadways is also an important task. During FY '15 the MTPO will also be working to update the classifications of roadways within these adjusted MTPO boundaries. FY '15 will include a review and adjustments, where needed. 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 2014 and FY 2015, 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.

Sustainability

Opportunities and information for resources to support such efforts through the "Partnership for Sustainable Communities" (USDOT, HUD, EPA) will be shared as they are made available through federal programs, including those supported by the United States Department of Transportation, the Housing and Urban Development programs, and the Environmental Protection Administration. Initiatives nationally as well as within the MTPO region will be followed and incorporated within the MTPOs transportation planning process. Sustainability theme will be included in the development of the new TIP, new updates to the LRTP, and specific project planning, that will emphasis community-wide long-term health and well-being. These will be addressed by determining how various MTPO products can be maintained through sustainable measures in the long-term. In addition, the MTPO has discussed the utilization of the Federal Highway Administration's "INVEST" (Infrastructure Voluntary Evaluation Sustainability Tool) to help area transportation agencies integrate sustainability into their plans and programs.

Climate Change / Extreme Weather

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 source 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 is relates to transportation planning regionally and nationally in the coming years (Task C in Planning Factors). As part of climate change the MTPO will also evaluate the need for emergency planning that relates to extreme weather occurrences,

particularly focusing on the transportation needs and/or movement of populations, emergency crews, commercial traffic, and interstate traffic where safety and security is a factor. As part of this initiative, the MTPO will be involved in TDOT's "Extreme Weather Project".

Freight Planning

One of the emphasis areas in MAP-21 is "freight planning". A new national freight committee has been established as an administrative arm of the U.S. Department of Transportation. Additionally, all states are encouraged (but not required) to develop a freight committee as part of their DOT's. The Kingsport MTPO will continue to include freight planning as part of its activities, as specified later in the UPWP schedule of tasks. Freight planning will include the development and inventory of freight movement data within the Kingsport MTPO area. Movement of trucks, trains, and other modes will be tracked and inclusion of private freight movers will be made in discussing and planning improvements to the area's transportation network that serves freight movement. Industry-based traffic in Kingsport is significant and this will be analyzed and evaluated as part of this process as well.

Support of Economic Vitality

The United States Department of Transportation, through MAP 21 and other legislation, lists several goals and objectives for all MTPO's, including the Kingsport MTPO. As an addition for the FY '15 portion of the 14-15 Work Program, the Kingsport MTPO is including an emphasis on transportation initiatives, programs, and projects that complement the economic vitality of the area. Projects that are advanced from the long-range plan, through the TIP, or other planning products should have, as part of their purpose and need statement, a positive impact on the local economy. Transportation projects can move goods, people, and services more effectively and efficiently and provide support for increased employment opportunities, reducing the unemployment, and supporting a healthy economic growth in the Kingsport area.

Emphasis on Safety and Security

As an addition to the FY 14-15 UPWP, the Kingsport MTPO will emphasize activities that initiate and support improvements to the local transportation system that accentuate safety and security. Every planned program, project, and recommended improvement in the area should include a safety and security element. Safety is first and foremost to the traveling public in the MTPO area and, within the various Work Program tasks, safety should always be a significant portion of the planning and implementation of projects. Reductions in personal injury and property damage is an objective and priority of the MTPO for FY '15.

Disaster Preparedness

Transportation facilities and programs that are developed from the MTPO work program activities and process should also include those that address preparedness for natural as well as man-made disaster. These could be weather related issues. However, for the Kingsport area it could also include chemical spills, train wrecks, or unusual/unexpected emissions from local industry. Planning and coordinating with local law enforcement, fire, and emergency response agencies is important in order to assure that adequate transportation facilities services are available, and accessibility and travel time is maximized for urgent disaster conditions.

Public Health

The health and welfare of the public, particularly the traveling public, is of utmost importance in relation to the activities and subsequent products of the Kingsport MTPO. Long-Range Plans have, and will continue to place, an emphasis on the accessibility of public health facilities and the interaction that the transportation infrastructure has with other public infrastructure and programs that focus on public health, including water and sewer systems (access to for maintenance), refuse collection (roadways that facilitate collection services), and police, fire, and ambulance service. TIP (short-term, immediate) projects from all sources (federal, state, local) should and will have some positive impact on public health as well.

Accessibility, Integration, and Connectivity

Travel time is of upmost importance in the efficiency and effectiveness of a metropolitan area transportation system. Travel time and accessibility is particularly important for emergency response vehicles (fire, police, and ambulance). It is also important in terms of supporting economic development, safety, and quality of life issue (sustainability). Accessibility and travel time are dictated to a large extent by the integration of transportation systems, i.e. multi-modal connections that support reductions in congestion and improvements in level of service measurements. In essence, accessibility to jobs, schools, hospitals, households, retail areas, and service industries is very important in the growth and quality urban areas, including the Kingsport MTPO area. The FY 14’15 Work Program will continue to emphasize accessibility, integration, and connectivity in the development of planning products.

# TASK A. PROGRAM ADMINISTRATION

**Responsible Agency:** MTPO Staff, LENOWISCO PDC (Lee County - Town of Norton - Wise County - Scott County Planning District Commission), 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. Maintain a focus on regional priorities within the process of administering the MTPOs transportation planning activities, programs, and products.

**Previous Work:**

- A continuing work activity (following UPWP guidelines and directives)
- Coordination of MTPO TCC and Executive Board Meetings
- Prepared and adopted FY 2014 / FY 2015 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 (Transportation Planning Reports), 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 126, SR 126, SR 347, and SR 93 in Tennessee and plans for improvements to SR 224 and US 23 in Virginia (efforts in FY's 2014 and 2015 will focus on funding the recommendations in this study)
- FY 2014 highlights included: completed changes in Executive Board membership, hired new Transportation Planning Coordinator, completed adjustments to current 2-year UPWP, completed adjustments in boundaries, adopted new 2014-17 TIP

**TASK A (continued)**

**Activities for 2014 and 2015**

- Prepare FY 2016 / 2017 Unified Planning Work Program
- Quarterly invoices, progress reports, and draft meeting minutes
- Manage financial issues and provide 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 (Rural Transportation Planning Organization), 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 all metropolitan planning 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 during FY '15. Subsequent changes to the Plan will be made during FY '15 as well
- MAP-21 requires the establishment of State and Metropolitan-wide level transportation "performance targets". During FY '14 and '15 the MTPO will be consulting with both TDOT and VDOT regarding development of these targets

  TDOT: The Long Range Planning Division - will work jointly with the metropolitan planning 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.

**TASK A (Continued)**

TDOT: Multimodal Transportation Resources Division - 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 (TASK A)**

| **Product** | **Work Schedule** |
|---|---|
| An ongoing transportation planning program | Continuing Task |
| FY 2016 / 2017 UPWP | June 2015 (VA), August 2015 (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 (TASK A)

### Fiscal Year 2014

| Task A. Admin. | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $70,000 | $4,000 | | | $17,600 | $860 | $92,460 |
| State | | $500 | | | $2,200 | $107 | $2,807 |
| Local | $17,500 | $500 | | | $2,200 | $107 | $20,307 |
| **TDOT** | | | | | | | |
| Federal | | | $10,234 | | | | $10,234 |
| State | | | $2,559 | | | | $2,559 |
| **LENOWISCO** | | | | | | | |
| Federal | | $16,000 | | | | | $16,000 |
| State | | $2,000 | | | | | $2,000 |
| Local | | $2,000 | | | | | $2,000 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **TOTAL** | $87,500 | $25,000 | $12,793 | $0 | $22,000 | $1,074 | $148,367 |

### Fiscal Year 2015

| Task A. Admin. | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $70,000 | $4,000 | | | $17,600 | $1,136 | $92,736 |
| State | | $500 | | | $2,200 | $142 | $2,842 |
| Local | $17,500 | $500 | | | $2,200 | $142 | $20,342 |
| **TDOT** | | | | | | | |
| Federal | | | $10,388 | | | | $10,388 |
| State | | | $2,597 | | | | $2,597 |
| **LENOWISCO** | | | | | | | |
| Federal | | $16,000 | | | | | $16,000 |
| State | | $2,000 | | | | | $2,000 |
| Local | | $2,000 | | | | | $2,000 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **TOTAL** | $87,500 | $25,000 | $12,985 | $0 | $22,000 | $1,420 | $148,905 |

## 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. Maintain a focus on regional priorities within the process of collecting and analyzing travel and transportation data.

**Previous Work**

- Traffic volumes collected at 191 annual cycle count stations (TDOT)
- Traffic volumes collected at 24 by-annual cycle count stations (VDOT)
- 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 (Geographic Information System) 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
- After conducting thorough research, which included significant interaction with various MTPO members, adjustments to the MTPO area boundaries were finalized, including additions to the urbanized area and additions to the planning area (in Tennessee and Virginia).

**Activities for 2014 and 2015**

- 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 / Tri-Cities Airport area, Carter's Valley Road, etcetera). Note; the US 23 / SR 224 corridor study in Virginia is complete and final documents have been

**TASK B (continued)**

- received. The goal now is to obtain funding for the recommendations, as outlined in the document. MTPO Staff will coordinate with VDOT to reach this objective.
- 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.
- Utilizing new (2010) census data, the collection and organization of demographic, land use, traffic, and other pertinent data for the next (Long-Range) Transportation Plan will begin, particularly for evaluating changes in travel patterns that relate to 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 (Tennessee Roadway Information Management System) database
- Collect, maintain and analyze socio-economic, land use, and travel pattern data from a variety of sources for traffic-generation needs
- Based upon 2010 Census data (tracts, block groups, or other subareas), during the upcoming fiscal year MTPO Staff will be working to update urbanized area boundaries, study (planning) area boundaries, Traffic Analysis Zones (TAZs), and other MTPO-defined geographies for the future 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 products (short and long-range planning needs)
- 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 the 2014 fiscal year.

**Task B (Continued)**

**End Products and Work Schedule**

| **Product** | **Work Schedule** |
|---|---|
| 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 Sept-Oct 2014 and Sept-Oct 2015 |
| 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, including updated mapping for Urbanized Area, Metropolitan Planning Area, and other Geographies as needed | Throughout |
| Special traffic and speed studies | As Needed |
| Specific data for Travel Demand Modeling and LRTP Update | Throughout |
| Synchro traffic model simulation and analysis (VA) | Throughout (VDOT) |

## Funding Sources (TASK B)

**Fiscal Year 2014**

| Task B. Data | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $24,000 | | | | $16,000 | | $40,000 |
| State | | | | | $2,000 | | $2,000 |
| Local | $6,000 | | | | $2,000 | | $8,000 |
| **TDOT** | | | | | | | |
| Federal | | | $12,247 | | | | $12,247 |
| State | | | $3,062 | | | | $3,062 |
| **LENOWISCO** | | | | | | | |
| Federal | | $16,000 | | | | | $16,000 |
| State | | $2,000 | | | | | $2,000 |
| Local | | $2,000 | | | | | $2,000 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **TOTAL** | $30,000 | $20,000 | $15,309 | $0 | $20,000 | $0 | $85,309 |

**Fiscal Year 2015**

| Task B. Data | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $24,000 | | | | | $16,000 | $40,000 |
| State | | | | | | $2,000 | $2,000 |
| Local | $6,000 | | | | | $2,000 | $8,000 |
| **TDOT** | | | | | | | |
| Federal | | | $12,431 | | | | $12,431 |
| State | | | $3,108 | | | | $3,108 |
| **LENOWISCO** | | | | | | | |
| Federal | | $16,000 | | | | | $16,000 |
| State | | $2,000 | | | | | $2,000 |
| Local | | $2,000 | | | | | $2,000 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **TOTAL** | $30,000 | $20,000 | $15,539 | $0 | $0 | $20,000 | $85,539 |

# 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. Maintain a focus on regional priorities within the process of monitoring (and responding to) air quality issues. Through various planning products, support the mechanisms that manage the traffic and transportation systems that exist and/or can be improved through ITS recommendations and other initiatives. Maintain a focus on regional priorities in evaluating and responding to traffic congestion concerns.

**Previous Work**

- As part of the preliminary work necessary for preparation of possible non-attainment status, Kingsport MTPO Staff, as well as LENOWISCO (Virginia) Planning District Commission and Sullivan County, intensified their involvement and training with TDOT, VDOT, FHWA, EPA, and TDEC (Tennessee Department of Environment and Conservation) to gain knowledge and understanding of air quality and conformity issues, processes, and products. 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)
- Continued to participate in the TDOT-Sponsored 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) continue to work with public and private partners (former members of the Ozone Action Partnership Team, i.e. Eastman Chemical Company) to promote the reduction of ozone in the MTPO area through media-driven public notification
- Continued to promote maintenance of the Kingsport Regional ITS Architecture (Staff continued to participated in ITS Architecture training programs and workshops)
- 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 Volume to Capacity (V/C) ratios (or traffic congestion) at various roadway locations were made through improved MTPO-supported traffic and transportation technology and research.
- Maintained consistent review of local air quality monitor measurements and reports from TDOT and EPA concerning status of PM2.5 and ozone levels in the area. Kept

**TASK C (continued)**

- abreast of other Kingsport area air quality reports as well, including those based on non-motorized sources (industrial pollutant)
- Congestion management activities included review of traffic pattern changes, particularly at intersections, where levels of service is poor. Evaluated these locations for possible recommendation through planning documents, i.e. TIP projects, long-range solutions, traffic studies

**Activities for 2014 and 2015**

- 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
- Dependent on "Non-Attainment" status, submit to State DOT's the completed 2035 Plan travel demand model (TRANSCAD) for use in air quality modeling and conformity report (current software is "Motor Vehicles Emission Simulator" (MOVES))
- 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
- Staff and partners will continue to participate in training programs for Intelligent Transportation System architecture and implementation strategies
- 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 Vehicle Miles Traveled (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

## TASK C (Continued)

### End Products and Work Schedule

| Products | Work Schedule |
|---|---|
| Air Quality Conformity Assessment | Throughout, If Needed |
| Per attainment status, provide Mobile Source Emissions Inventory and Budget | July 2015 |
| 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 (TASK C)

**Fiscal Year 2014**

| Task C. AQCM | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $24,000 | $0 | | | | | $24,000 |
| State | | $0 | | | | | $0 |
| Local | $6,000 | $0 | | | | | $6,000 |
| **TDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **LENOWISCO** | | | | | | | |
| Federal | | $5,000 | | | | | $5,000 |
| State | | $625 | | | | | $625 |
| Local | | $625 | | | | | $625 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **TOTAL** | $30,000 | $6,250 | $0 | $0 | $0 | $0 | $36,250 |

**Fiscal Year 2015**

| Task C. AQCM | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $24,000 | $0 | | | | | $24,000 |
| State | | $0 | | | | | $0 |
| Local | $6,000 | $0 | | | | | $6,000 |
| **TDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **LENOWISCO** | | | | | | | |
| Federal | | $4,000 | | | | | $4,000 |
| State | | $500 | | | | | $500 |
| Local | | $500 | | | | | $500 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **TOTAL** | $30,000 | $5,000 | $0 | $0 | $0 | $0 | $35,000 |

## 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. Maintain a focus on regional priorities within the process of developing and making changes to projects found within the Transportation Improvement Program.

**Previous Work:**

- Reviewed proposed transportation projects by local agencies and TDOT (application process for new 2014-2017 TIP)
- Completed and adopted new FY 2014-2017 Transportation Improvement Program
  - Note: Completed Document During late FY 2013, to be adopted within FY 2014
- Processed amendments and/or adjustments to the TIP to change funding and/or project scope / description / etc. (previous TIP)
- Report on the status of TIP projects on a regular basis
- Assisted in the development of planning phases for various TIP projects (TPRs, etc.)
- Completed FY 2014-2017 Transportation Improvement Program, which included review and approval by Tennessee DOT, Virginia DOT, Federal Highway Administration, and the Kingsport MTPO Executive Board
- Established Annual List of obligated projects (see Appendix A)

**Activities for 2014 and 2015**

- Adoption of new TIP (Fiscal Years 2014 – 2017) during first quarter FY ’14 (Fall, 2013).
- Process TIP amendments and/or adjustments that are based upon continued evaluation of transportation projects found in the Long-Range Transportation Plan
- 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
- 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 project groups, that are defined as those that share similar characteristics such as signal projects, safety projects, intersection improvements, and enhancement projects.

## TASK D (Continued)

### End Products and Work Schedule

| Products | Work Schedule |
|---|---|
| New TIP (Fiscal Years 2014 – 2017) | Adopted by November 30, 2013 |
| Maintenance of adopted FY 2014-2017 TIP | Throughout |
| TIP amendments and/or adjustments | As needed |
| Determination TIP's conformity with air quality requirements | Dictated by air quality status and subsequent schedule |
| Determine CMAQ ("Congestion Mitigation and Air Quality" fund) eligible projects | Dictated by air quality status and subsequent schedule |
| Annual Listing of Federally Obligated Projects | Dec. 2013 and Dec. 2014 |

### Funding Sources (TASK D)

**Fiscal Year 2014**

| Task D. TIP | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $40,000 | | | | $4,000 | | $44,000 |
| State | | | | | $500 | | $500 |
| Local | $10,000 | | | | $500 | | $10,500 |
| **TDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **LENOWISCO** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| Local | | | | | | | $0 |
| **VDOT** | | | | | | | |
| Federal | | | | $25,000 | | | $25,000 |
| State | | | | $6,250 | | | $6,250 |
| **TOTAL** | $50,000 | $0 | $0 | $31,250 | $5,000 | $0 | $86,250 |

**Fiscal Year 2015**

| Task D. TIP | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $40,000 | | | | $4,000 | | $44,000 |
| State | | | | | $500 | | $500 |
| Local | $10,000 | | | | $500 | | $10,500 |
| **TDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| **LENOWISCO** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | | | | $0 |
| Local | | | | | | | $0 |
| **VDOT** | | | | | | | |
| Federal | | | | $25,000 | | | $25,000 |
| State | | | | $6,250 | | | $6,250 |
| **TOTAL** | $50,000 | $0 | $0 | $31,250 | $5,000 | $0 | $86,250 |

## 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. An emphasis is placed on public transit, bicycle, and pedestrian plans and program, with progression towards capital improvements in these areas.

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 (Northeast Tennessee Rural Transit System) in the Kingsport / Sullivan County area. Virginia Bike and Ped plans should include coordination with other jurisdictions within the MTPO metropolitan planning area, following the recently adopted master bike/ped plan. Maintain a focus on regional priorities within the process of developing and modifying multi-modal plans, programs, and products.

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 Metropolitan planning area and consider all modes of travel in the process. The LRTP should also be periodically evaluated and adjusted to coincide with current and ongoing changes, i.e. major new and planned developments, within the MTPO Metropolitan planning area for multimodal facilities, programs, systems, and projects. Long-Range Planning activities will also include assistance to TDOT in developing the statewide LRTP. Maintain a focus on regional priorities within the process of developing updates (including recommendations), to the MTPO's long-range plans.

**TASK E (continued)**

Modeling – State and federal agencies should continue to assist the Kingsport 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. Continue to maintain MTPO area's ITS architecture and make adjustments where needed

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**

- 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)
- "2035 Transportation Plan" was completed and adopted in late FY 2012. To date no amendments and/or adjustment have been made
- Conducted corridor studies to analyze existing and future mobility needs related to the long-range planning process, including SR 224 in Virginia and SR 347 in Tennessee
- Participated in TDOT and VDOT sponsored studies for identification of future projects

**TASK E (Continued)**

- Training on air quality issues, including preparation for non-attainment status and subsequent long-range planning requirements (conformity process and report)
- Periodic review and evaluation of background data provided in the LRTP and subsequent prioritization of recommended projects (through needs analysis from traffic modeling and safety data) for initial implementation process i.e. TPR's, studies
- Completed planning and grant documentation for multi-modal facilities in the downtown Kingsport area; completed change to the long-range planning areas for modeling purposes (TAZ area); completed pedestrian and bicycle funding mechanism through the TIP; completed plans for pedestrian facilities (mobility paths) in various locations; developed strategies for financing and initiating long-range plan in FY '15

**Activities for 2014 and 2015**

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 (based upon development of priorities established by MTPO Staff, Executive Board, and State DOT's)
- 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
- Staff will also provide assistance, i.e. local coordination, data collection, travel demand modeling, to TDOT in developing a new State-Wide Long-Range Transportation Plan

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.

**TASK E (Continued)**

- 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.
- Where required by Federal and State Agencies, assist local public transportation/ transit providers in developing a "Locally Coordinated Human Service Transportation Plan" during the fiscal year. Following the recently adopted MTPO Area Bikeway and Pedestrian Master Plan, Kingsport MTPO staff will continue to develop projects selected and prioritized from this plan for funding and implementation through the TIP that enables improvements in capital facilities as well as the bike and ped "system."
- Will continue to focus on reducing vehicular traffic where these alternatives can be provided, emphasizing community sustainability and an improved environment
- Focus on evaluating mobility needs for specific subareas within the Kingsport MTPO Metropolitan planning area, that include "mobility paths" for multi-purpose use.
- 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 Years 2014 and 2015 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 metropolitan planning area that carry these trips. Evaluate current and future truck and rail traffic and travel patterns within the metropolitan planning 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. FY '14 will include a close evaluation of Kingsport's intermodal station for expanded use

**TASK E (Continued)**

- Congestion Management and Intelligent Transportation Systems – evaluate needs and opportunities for improved operations of the MTPO planning area's transportation system and plan for operational and capital solutions to these needs using ITS applications where possible, particularly advanced traffic control technology. The MTPO's ITS Architecture will be utilized as a guideline for improved capital improvements and operations. During FY '14 TDOT will be updating the ITS Architecture for the Kingsport MTPO. As part of this process MTPO Staff will be involved in local coordination and data and information collection activities.

- Air Quality – address the current and future air quality issues in the Metropolitan planning 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. The Kingsport MTPO will also consider and plan for transportation vulnerability due to climate change and extreme weather events and options for improving resiliency of transportation facilities or systems to climate changes and/or extreme weather events.

- Public Involvement – assist in the public involvement and inter-agency consultation process by utilizing the MTPO's Public Participation Plan to carry forth the development of various planning products. This will include the new 2014-2017 TIP, adjustments to the long-range plan, the UPWP, and other products that are required throughout the fiscal year. This will also include;

    - Working 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

**TASK E (continued)**

- Following the 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).

- Utilization of INVEST Planning Tool – incorporation of Federal Highway Administration's Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) in the development of long-range plans and other planning documents that provide recommendations promoting and supporting sustainable transportation program and projects

**End Products and Work Schedule**

| **Product** | **Work Schedule** |
|---|---|
| Continued monitoring and, where needed, adjustments to the current LRTP (2035 Plan) | Continuing Task |
| Utilize and provide reference to the current 2035 Plan Travel Demand Model | Continuing Task |
| LRTP Air Quality Conformity process | As dictated by EPA for area |
| Participate with VDOT in further Regional Corridor Studies | Throughout Fiscal Year |
| Coordination with KATS, Mountain empire Older citizens (MEOC), and other Area Transit Services | Throughout Fiscal Year |
| 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 Management and ITS project development | Continuing Tasks |
| Update to ITS Architecture (TDOT) and Local Coordination | During Fiscal Year |
| Review Enhancement Grants | As Needed |
| Disseminate transportation information | Ongoing |

## TASK E (continued)

### Funding Sources (TASK E)

**Fiscal Year 2014**

| Task E. LRTP | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $66,458 | $5,200 | | | $12,000 | $2,580 | $86,238 |
| State | | $650 | | | $1,500 | $323 | $2,473 |
| Local | $16,615 | $0 | | | $1,500 | $323 | $18,437 |
| **TDOT** | | | | | | | |
| Federal | | | $27,381 | | | | $27,381 |
| State | | | $6,845 | | | | $6,845 |
| **LENOWISCO** | | | | | | | |
| Federal | | $4,200 | | | | | $4,200 |
| State | | $525 | | | | | $525 |
| Local | | $525 | | | | | $525 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | $0 | | | $0 |
| **TOTAL** | $83,073 | $11,100 | $34,226 | $0 | $15,000 | $3,225 | $146,624 |

**Fiscal Year 2015**

| Task E. LRTP | TN-PL | VA-PL | TN-SPR | VA-SPR | TN-Sec 5303 | VA-Sec 5303 | Total |
|---|---|---|---|---|---|---|---|
| **MTPO** | | | | | | | |
| Federal | $44,306 | $0 | | | $12,000 | $2,428 | $58,734 |
| State | | $0 | | | $1,500 | $303 | $1,803 |
| Local | $11,077 | $0 | | | $1,500 | $304 | $12,880 |
| **TDOT** | | | | | | | |
| Federal | | | $27,792 | | | | $27,792 |
| State | | | $6,948 | | | | $6,948 |
| **LENOWISCO** | | | | | | | |
| Federal | | $10,000 | | | | | $10,000 |
| State | | $1,250 | | | | | $1,250 |
| Local | | $1,250 | | | | | $1,250 |
| **VDOT** | | | | | | | |
| Federal | | | | | | | $0 |
| State | | | | $0 | | | $0 |
| **TOTAL** | $55,383 | $12,500 | $34,740 | $0 | $15,000 | $3,035 | $120,657 |

## FUNDING CHART – Fiscal Year 2014

TABLE 1

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FY 14 FUNDING SOURCE BY TASK - as Amended

| | FEDERAL HIGHWAY ADMINISTRATION | | | | | | | | | | | FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TENNESSEE | | | | VIRGINIA | | | | | | | | | | | | | | |
| TASKS BY | | | City of Kingsport | | | | City of Kingsport | | LENOWISCO | | | SECTION 5303 - City of Kingsport | | | | | SECTION | TN STATE | |
| FUNDING SOURCE | SPR | TDOT | TN-PL | LOCAL | SPR | VDOT | VA-PL | LOCAL | PL | LNWSC | VDOT* | TN | VA | TDOT | VDOT | LOCAL** | 5303-TDOT | MATCH | TOTAL |
| A. Program Administration | $10,234 | $2,559 | $70,000 | $17,500 | | | $4,000 | $500 | $16,000 | $2,000 | $2,500 | $17,600 | $860 | $2,200 | $107 | $2,307 | | | **$148,367** |
| B. Data Collection, Maintenance and Analysis | $12,247 | $3,062 | $24,000 | $6,000 | | | $0 | $0 | $16,000 | $2,000 | $2,000 | $16,000 | | $2,000 | | $2,000 | | | **$85,309** |
| C. Air Quality and Congestion Mitigation | | | $24,000 | $6,000 | | | $0 | $0 | $5,000 | $625 | $625 | | | | | | | | **$36,250** |
| D. Transportation Improvement Program | | | $40,000 | $10,000 | $25,000 | $6,250 | | | | | | $4,000 | | $500 | | $500 | | | **$86,250** |
| E. Multimodal and Long Range Transportation Planning | $27,381 | $6,845 | $66,458 | $16,615 | | | $5,200 | $650 | $4,200 | $525 | $525 | $12,000 | $2,580 | $1,500 | $323 | $1,823 | | | **$146,624** |
| TOTAL | **$49,862** | **$12,465** | **$224,458** | **$56,115** | **$25,000** | **$6,250** | **$9,200** | **$1,150** | **$41,200** | **$5,150** | **$5,650** | **$49,600** | **$3,440** | **$6,200** | **$430** | **$6,630** | **$0** | **$0** | **$502,799** |

*Total includes Virginia State Match for Kingsport and LENOWISCO Combined

**Total Includes Local Match for TN and VA Combined

includes TDOT Section 5303 Carryover funds

### Contributor by Funding Source

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Federal | $49,862 | | $224,458 | | $25,000 | | $9,200 | | $41,200 | | | $49,600 | $3,440 | | | | $0 | | **$402,760** |
| TDOT | | $12,465 | | | | | | | | | | | | $6,200 | | | | $0 | **$18,665** |
| VDOT | | | | | | $6,250 | | | | | $5,650 | | | | $430 | | | | **$12,330** |
| LENOWISCO | | | | | | | | | | $5,150 | | | | | | | | | **$5,150** |
| Kingsport MTPO | | | | $56,115 | | | | $1,150 | | | | | | | | $6,630 | | | **$63,894** |
| TOTAL | **$49,862** | **$12,465** | **$224,458** | **$56,115** | **$25,000** | **$6,250** | **$9,200** | **$1,150** | **$41,200** | **$5,150** | **$5,650** | **$49,600** | **$3,440** | **$6,200** | **$430** | **$6,630** | **$0** | **$0** | **$502,799** |

# FUNDING CHART – Fiscal Year 2015

**TABLE 1**

**KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION**
**FY 15 FUNDING SOURCE BY TASK -- As Amended**

| | FEDERAL HIGHWAY ADMINISTRATION | | | | | | | | | | | FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TENNESSEE | | | | VIRGINIA | | | | | | | | | | | | | | |
| TASKS BY | | | City of Kingsport | | | | City of Kingsport | | LENOWISCO | | | SECTION 5303 - City of Kingsport # | | | | | SECTION | TN STATE | |
| FUNDING SOURCE | SPR | TDOT | TN-PL | LOCAL | SPR | VDOT | VA-PL | LOCAL | PL | LNWSC | VDOT* | TN | VA | TDOT | VDOT | LOCAL** | 5303-TDOT | MATCH | TOTAL |
| A. Program Administration | $10,388 | $2,597 | $70,000 | $17,500 | | | $4,000 | $500 | $16,000 | $2,000 | $2,500 | $17,600 | $1,136 | $2,200 | $142 | $2,342 | | | **$148,905** |
| B. Data Collection, Maintenance and Analysis | $12,431 | $3,108 | $24,000 | $6,000 | | | $0 | $0 | $16,000 | $2,000 | $2,000 | $16,000 | | $2,000 | | $2,000 | | | **$85,539** |
| C. Air Quality and Congestion Mitigation | | | $24,000 | $6,000 | | | $0 | $0 | $4,000 | $500 | $500 | | | | | | | | **$35,000** |
| D. Transportation Improvement Program | | | $40,000 | $10,000 | $25,000 | $6,250 | | | | | | $4,000 | | $500 | | $500 | | | **$86,250** |
| E. Multimodal and Long Range Transportation Planning | $27,792 | $6,948 | $44,306 | $11,077 | | | | | $10,000 | $1,250 | $1,250 | $12,000 | $2,428 | $1,500 | $303 | $1,803 | | | **$120,657** |
| TOTAL | **$50,611** | **$12,653** | **$202,306** | **$50,577** | **$25,000** | **$6,250** | **$4,000** | **$500** | **$46,000** | **$5,750** | **$6,250** | **$49,600** | **$3,564** | **$6,200** | **$445** | **$6,645** | **$0** | **$0** | **$476,350** |

*Total includes Virginia State Match for Kingsport and LENOWISCO Combined
**Total Includes Local Match for TN and VA Combined
# includes TDOT Section 5303 Carryover funds

## Contributor by Funding Source

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Federal | $50,611 | | $202,306 | | $25,000 | | $4,000 | | $46,000 | | | $49,600 | $3,564 | | | | $0 | | **$381,081** |
| TDOT | | $12,653 | | | | | | | | | | | | $6,200 | | | | $0 | **$18,853** |
| VDOT | | | | | | $6,250 | | | | | $6,250 | | | | $445 | | | | **$12,945** |
| LENOWISCO | | | | | | | | | | $5,750 | | | | | | | | | **$5,750** |
| Kingsport MTPO | | | | $50,577 | | | | $500 | | | | | | | | $6,645 | | | **$57,722** |
| TOTAL | **$50,611** | **$12,653** | **$202,306** | **$50,577** | **$25,000** | **$6,250** | **$4,000** | **$500** | **$46,000** | **$5,750** | **$6,250** | **$49,600** | **$3,564** | **$6,200** | **$445** | **$6,645** | **$0** | **$0** | **$476,350** |

## APPENDIX A

## FY 2013 OBLIGATED PROJECTS WITHIN KINGSPORT AREA

# OBLIGATIONS FOR

# KINGSPORT MPO

# FY 2013

FED FUNDS OBLIGATED: $7,704,181.53

| DATE | PROJECT NUMBER | COUNTY | ROUTE | TERMINI | TYPE | TIP/STIP REFERENCE | FEDERAL FUNI | TOTAL FUNDS IN T |
|---|---|---|---|---|---|---|---|---|
| 11/20/12 | IME-81-1(109) | Sullivan | I-81 | From North of I-26 to South of SR-57 | IM | TN-16 | ($221.39) | $1,320,000.00 |
| 12/13/12 | STP-SIP-NHE-1(230) | Hawkins | SR-1 | (US-11W), Intersection at Tipton Ave in Church Hill | S-STP | TN-14 | $7,256.82 | $300,000.00 |
| 01/22/13 | STP-M-9108(41) | Sullivan | | Closed-Loop Signal System Software Improvement Project | STP | STP-4 | $185,000.00 | $467,100.00 |
| 02/08/13 | NH/HSIP-1(308) | Sullivan | SR-1 | From Fairmont Ave to E of Brookside Dr | HSIP | TN-15 | $283,000.00 | $3,000,000.00 |
| 02/08/13 | NH/HSIP-1(308) | Sullivan | SR-1 | From Fairmont Ave to E of Brookside Dr | NHPP | TN-17 | $1,699,200.00 | $3,000,000.00 |
| 05/03/13 | HSIP-346(8) | Hawkins | SR-346 | From E of Millers Woods Rd to the Holston River Bridge | HSIP | TN-15 | ($5,180.00) | $3,000,000.00 |
| 05/03/13 | STP-SIP-346(9) | Hawkins | SR-346 | From the Mount Carmel City Limits to the Sullivan County Line in Mount Carmel | S-STP | TN-14 | $45,578.00 | $300,000.00 |
| 05/15/13 | STP-357(1) | Sullivan | SR-357EXT | From S of I-81 at Existing SR-357 to SR-34 (US-11E) | S-STP | TN-10 | ($239,075.66) | $300,000.00 |
| 05/20/13 | APD-I-26(60) | Sullivan | I-26 | Welcome Center (Corridor B) | APD | TN-1 | $2,662,757.00 | $14,605,000.00 |
| 06/03/13 | STP-EN-9108(29) | Sullivan | | Campus Improvements at the Netherland Inn in Kingsport | ENH | ENH-1 | ($54,907.18) | $1,500,000.00 |
| 06/04/13 | NH-SIP-I-26(57) | Sullivan | I-26 | Interchange at I-81 | S-STP | TN-14 | $31,200.00 | $300,000.00 |
| 06/14/13 | STP-36(45) | Sullivan | SR-36 | From N of Lakeside Ln to N of Summerville Rd | S-STP | TN-17 | ($8,383.14) | $30,000.00 |
| 07/31/13 | BR-STP-9108(19) | Sullivan, Hawkins | | Netherland Inn Rd, Bridge over North Fork Holston River, LM 0.56 in Kingsport | BRR-L | TN-6 | ($701.32) | $30,000.00 |
| 08/05/13 | STP-M-9108(37) | Sullivan | | Lincoln St, SR-126(Wilcox Dr) to SR-93(John B. Dennis Hwy) and Cooks Valley Rd, Harbor Springs Rd to Palomino Dr (Kingsport City Limits) | STP | STP-3 | $383,520.00 | $3,650,930.00 |
| 08/09/13 | STP-EN-9108(42) | Sullivan | | Kingsport Gateway Beautification (Roadscapes) | ENH | ENH-1 | $63,690.00 | $1,500,000.00 |
| 08/23/13 | APD-I-26(27) | Sullivan | I-26 | Welcome Center (Corridor B) | APD | TN-1 | $2,421,039.00 | $14,605,000.00 |
| 08/27/13 | STP-M-3950(38) | Hawkins | | Main St, From Dover Ave to Kaywood Ave in Mount Carmel | STP | STP-3 | $2,709.40 | $3,650,930.00 |
| 08/29/13 | IM-81-1(119) | Sullivan | I-81 | Eastbound Truck Climbing Lane at Mile Marker 60 | IM | TN-3 | $227,700.00 | $253,000.00 |