

Troy J. Ebbert
Transportation Coordinator



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

Supplemental information for the April 17, 2014 Executive Board Meeting

Item 4 - By law amendments

1. Replaced 67 instances of **MPO** with **MTPO**.
2. Replaced 11 instances of Kingsport Metropolitan Planning Organization with Kingsport Metropolitan **Transportation** Planning Organization.
3. **Page 10 Item C number 3 Proposed to Replace** *Upper East Tennessee Local Planning Assistance* with First Tennessee Development District Local Planning Office and update office specific information.
4. **Page 11 Item C number 6** Delete Section, redundant
5. **Page 14 Appendix A** Update Tennessee Office of Local Planning Director to Executive Director of the FTDD or designee
6. **Page 16 Appendix C** Update Map
7. **Page 17 Appendix D** Update Tennessee Office of Local Planning Director to Executive Director of the FTDD or designee

Entire document attached with highlighted changes.

**Kingsport Area
METROPOLITAN PLANNING ORGANIZATION**

**PROSPECTUS
&
Bylaws**



**Adopted
August 15, 2007**

**Amended
November 3, 2009**

**Kingsport Metropolitan Transportation Planning Organization
201 West Market Street
Kingsport, TN 37660
Phone: (423) 224-2670
Fax: (423) 224-2756
Web: www.MTPO.kingsporttn.gov**

TABLE OF CONTENTS

PROSPECTUS RESOLUTION.....	3
I. INTRODUCTION	4
A. Need for the Prospectus	4
B. Significant Transportation Issues Facing the Area	4
C. Organization Name	4
II. ORGANIZATION AND MANAGEMENT.....	5
A. Decision Making Forum – Metropolitan Planning Organization Executive Board... 5	
B. Technical Coordinating Committee (Executive Staff).....	5
C. Transportation Planning Coordinator.....	6
D. Public Participation	6
III. FUNCTIONAL RESPONSIBILITY OF PARTICIPATION AGENCIES	7
A. Federal.....	7
1. Federal Highway Administration.....	7
2. Federal Transit Administration.....	7
3. Other Federal Agencies.....	7
B. State.....	7
1. Tennessee Department of Transportation (TDOT).....	7
a. TDOT Long-Range Planning Division	8
b. TDOT Project Planning Division.....	8
c. TDOT Multimodal Transportation Resources	8
d. TDOT Program Development and Project Management Division.....	8
2. Virginia Department of Transportation	9
a. VDOT Transportation and Mobility Planning Division (TMPD).....	9
b. Virginia Department of Rail and Public Transportation (DRPT).....	9
3. Tennessee Department of Environment and Conservation (TDEC).....	9
C. Local.....	10
1. Administrative and Technical Officials/Advisory Boards and Commissions	10
2. Transit Operator	10
3. Upper East Tennessee Local Planning Assistance.....	10
4. Memorandum of Agreement with the adjacent MTPO’s	10
5. First Tennessee Rural Transportation Planning Organization	10
6. First Tennessee Development District	11
7. LENOWISCO	11
D. Other Governmental and Quasi-Governmental Agencies	11
IV. CONTINUING PLANNING ACTIVITIES.....	12
A. Transportation Planning Functions and Process	12
B. Public Participation Plan	12
C. Study Area.....	13
D. Amendments to Prospectus.....	13

E. Administration..... 13

APPENDIX A - MTPO EXECUTIVE BOARD MEMBERSHIP 14

APPENDIX B - TECHNICAL COORDINATING COMMITTEE MEMBERSHIP..... 15

APPENDIX C – KINGSPORT MTPO AREA MAP 16

APPENDIX D – BYLAWS OF THE KINGSPORT MTPO EXECUTIVE BOARD 17

APPENDIX E – BYLAWS OF THE KINGSPORT MTPO TECHNICAL
COORDINATING COMMITTEE 21

PROSPECTUS RESOLUTION

**RESOLUTION OF THE
KINGSPORT METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION EXECUTIVE BOARD
CONCERNING THE PROSPECTUS**

WHEREAS, the United States Department of Transportation by promulgation or rules and regulations, 23 CFR 450 Subpart A, has unified individual planning requirements of the Federal Transit Administration and the Federal Highway Administration resulting in urban transportation planning technical analyses and documentation requirements; and

WHEREAS, the Tennessee Department of Transportation and the Kingsport Metropolitan Transportation Planning Organization , in cooperation with operators of publicly owned transit services, shall cooperatively undertake a continuing, comprehensive transportation planning and programming process for the metropolitan area in accordance with state and local goals for urban planning, the provisions of 23 U.S.C. 134, 49 U.S.C. App. 1607, and 23 CFR 450, as amended, and in accordance with provisions of this Prospectus; and

WHEREAS, the Governor of the State of Tennessee has in cooperation with local officials designated the Kingsport Metropolitan Transportation Planning Organization Executive Board as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134; and

NOW, THEREFORE, BE IT RESOLVED, that the Kingsport Metropolitan Transportation Planning Organization Executive Board does hereby desire to approve and adopt this amended Prospectus in its entirety.

Adopted August 15, 2007 and Amended November 3, 2009 by the Executive Board of the Kingsport Metropolitan Transportation Planning Organization and approved by the Governor of the State of Tennessee.



Ken Marsh, Chairman
MPO Executive Board

11-3-09

Date



Chris Campbell, Chairman
MPO Executive Staff

11-3-09

Date

I. INTRODUCTION

A. Need for the Prospectus

The Kingsport Metropolitan Transportation Planning Organization (MTPO) Prospectus outlines the organization and procedures for transportation planning in the Kingsport Urbanized Area, including the mutual responsibilities of various entities in carrying out the planning process.

This document replaces any previous Prospectus adopted by the Metropolitan Planning Organization (MTPO).

B. Significant Transportation Issues Facing the Area

As the Kingsport Urbanized Area continues to grow and suburbanize, new transportation issues will continue to develop. The Metropolitan Planning Organization (MTPO) is the forum where member jurisdictions cooperatively resolve these issues.

Some of the significant issues facing the area are:

- 1) balancing the needs and requirements of all the various modes of travel (e.g., transit and private automobile),
- 2) managing area congestion, and
- 3) improving air quality

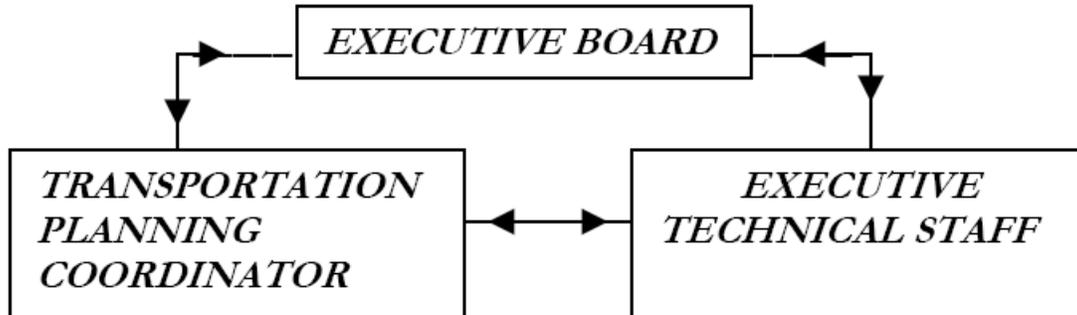
The MTPO also has the responsibility for a regional transportation-planning program, and to allocate the funding for the implementation of transportation projects and service.

C. Organization Name

The name of the regional transportation planning organization created under this Prospectus shall be the Kingsport Metropolitan Transportation Planning Organization (MTPO).

II. ORGANIZATION AND MANAGEMENT

The Kingsport MTPO transportation planning process will function under a staff structure. The organization structure for the Kingsport MTPO is as follows:



A. Decision Making Forum – Metropolitan Planning Organization Executive Board

The metropolitan planning organization structure places responsibility for policy direction with the Executive Board, which constitutes the forum for cooperative decision making by principal elected officials of general purpose local government. Membership of the Executive Board is attached as Appendix A. Final responsibility for transportation planning and programming is vested with the Executive Board. The Executive Board may adopt Bylaws and Rules governing meeting process and procedure for itself and any committees of the Metropolitan Planning Organization.

In order for the Board to function properly it shall establish another committee responsible for daily administration of all transportation activities. This committee shall be called the Technical Coordinating Committee. The Executive Board shall meet as required to accomplish administrative control of the planning process and maintain certification. The Executive shall have the ability to hold specially called meetings in order to set policy guidelines and review transportation planning activities in the Kingsport Area. The MTPO Executive Board shall conduct business as prescribed in the latest edition of Robert's Rules of Order. The bylaws of the MTPO Executive Board are attached as Appendix D.

B. Technical Coordinating Committee (Executive Staff)

The Technical Coordinating Committee (TCC or Executive Staff) consists of the administrative and technical leadership of functional agencies, authorities, commissions, departments, divisions, and bureaus of the entities comprising the Executive Board. Organizations not represented on the Executive Board may also serve on the TCC. Membership of the TCC is attached as Appendix B. By virtue of position and legislated authority, a representative of each modal administration of the U.S. Department of Transportation shall be a non-voting member of the TCC.

The TCC, with policy direction from the Executive Board, is responsible for daily implementation of all transportation planning activities. The members of the staff, by virtue of their position, implement transportation planning policy, procedures, and schedules to respective agency professionals for application. The Executive Board adopts broad policy providing the framework for TCC actions. The TCC refines this broad policy direction and works with the Transportation Planning Coordinator to insure implementation of the Board's direction. Each participating agency responsible for program development and project implementation will prepare its respective program documentation and project schedules for consolidation by the Transportation Planning Coordinator and subsequent review by the TCC and approval by the Executive Board.

The TCC shall meet as required to achieve coordination in the transportation planning, programming and implementation process. The TCC Chairman may appoint ad-hoc committees as needed to organize, coordinate, evaluate, and document transportation planning, programming, and reporting requirements necessary for orderly program implementation and certification. The TCC shall conduct business as prescribed in the latest edition of Robert's Rules of Order. The bylaws of the TCC are attached as Appendix E.

C. Transportation Planning Coordinator

The Transportation Planning Coordinator is a staff member of the Kingsport Transportation Planning Division who is appointed by the City of Kingsport. In order to assure consistency, the Transportation Planning Coordinator is responsible for supervision of the MTPO transportation planning staff and coordination of the transportation planning activities of participants in the Kingsport MTPO Transportation Planning Process. The Transportation Planning Coordinator, along with the Kingsport Transportation Planning Manager, shall be jointly responsible for insuring the coordination, direction, and supervision of the transportation planning process. The Transportation Planning Coordinator shall take his/her direction from, and be accountable to the Executive Board and effectuate this direction through the MTPO Technical Coordinating Committee, or study committees as applicable. The Transportation Planning Coordinator and staff are responsible for timely completion of regional analysis, documentation, scheduling meetings, disseminating data to all agencies, complying with requests from public and private agencies, and providing the media with prudent transportation information.

D. Public Participation

To ensure the greatest opportunity for public involvement throughout the transportation planning process, the MTPO will prepare and maintain a Public Participation Plan (PPP) that provides for complete information, timely public notification, full public access to key decisions, and supports early and continuing involvement of the public.

III. FUNCTIONAL RESPONSIBILITY OF PARTICIPATION AGENCIES

A. Federal

1. Federal Highway Administration

The Federal Highway Administration (FHWA), U.S. Department of Transportation, is responsible for administering all Federal-aid highway monies available for highway planning and implementation pursuant to the provisions of Title 23, United States Code. The Federal Highway Administration is responsible, through State Division Office, for issuing to the State all regulations and guidelines relative to expenditure of Federal-aid highway monies; monitoring all highway planning, programming and implementation activities; and exercising fiscal control of all Federal-aid highway expenditures through annual audit.

The Federal Highway Administration provides a degree of liaison between state transportation agencies and regional Federal modal agencies. Both FHWA-TN and FHWA-VA Division Offices have representation on the Kingsport Metropolitan Planning Organization Executive Board and Technical Coordinating Committee.

2. Federal Transit Administration

The Federal Transit Administration (FTA), U.S. Department of Transportation, is responsible for administering all Federal-aid monies available through grant allocation for public transportation planning, capital improvement, demonstration and operations pursuant to the provisions of Title 49, United States Code. The Federal Transit Administration, through the Regional Office, is responsible for issuing to all grant receipt agencies and public transportation operators regulations and guidelines relative to expenditure of Federal Transit funds, monitoring public transportation planning and demonstration projects, and exercising fiscal controls. A regional representative of the Federal Transit Administration serves on the Kingsport Metropolitan Planning Organization Executive Board and Technical Coordinating Committee.

3. Other Federal Agencies

Other Federal Agencies, such as the Federal Aviation Administration, U.S. Corps of Engineers, Federal Railroad Administration, Coast Guard, and Environmental Protection Agency may provide the Kingsport Area MTPO with review and advisory assistance on an as needed basis.

B. State

1. Tennessee Department of Transportation (TDOT)

The Tennessee Department of Transportation is responsible for preparation of long range, coordinated, statewide transportation plans; development of a data collection program relative to all transportation modes and needs; encouragement and promotion of the development of transportation systems embracing various modes of transportation in a

manner that will serve the State and local communities effectively and efficiently; and cooperation with local government in the development of long-range transportation plans.

The MTPO and the Tennessee Department of Transportation must cooperate and coordinate their respective actions and programs very closely.

TDOT discharges its legislated and delegated responsibility as follows:

a. TDOT Long-Range Planning Division

The Long Range Planning Division is responsible for ensuring that any program or project involving state or federal funds or aid is based on a continuing and comprehensive transportation planning process carried on cooperatively by the state and local communities. The Long Range Planning Division is also responsible for the ongoing data collection program that provides inventories of all transportation modes and needs, development of transportation plans, needs, and programs, administering and conducting transportation research programs, and serving as liaison between TDOT and FHWA.

b. TDOT Project Planning Division

The Project Planning Division is one of four divisions under the Chief of Environment and Planning. This Division is comprised of three offices: Short Range Planning Office, Conceptual and National Environmental Policy Act (NEPA) Planning Office and Safety Planning and Travel Data Office. It is primarily responsible for the management, development and planning of all Travel Data Operations and Short Range Planning, Conceptual Planning, NEPA Planning Guidelines, and all statewide project planning studies for State, Federal and local federal aid highways and the Highway Rail Grade Crossing Program. The Project Planning Division is a vital coMTPOnent in achieving the mission of TDOT's Strategic Management Plan.

c. TDOT Multimodal Transportation Resources

The Mission of the Division of Multimodal Transportation Resources is to provide support to alternative transportation providers through grant management and to promote a public private partnership in transportation to engender economic development and environmental quality. This Division includes the offices of Passenger Transportation and Freight & Rail Transportation. The Office of Passenger Transportation is responsible for public transportation, planning and promotion, research and technical assistance. The Office of Freight & Rail Transportation is responsible for funding of rail, track improvements, and waterways assistance. Funding and legislative initiatives are being pursued for enhancement and expansion of the rail freight program.

d. TDOT Program Development and Project Management Division

The Program Development and Project Management Division is comprised of four offices. Program Development and Scheduling is responsible for developing transportation programs and establishing project schedules. Local Programs Development is responsible for the coordination of various state and federal programs with local governments. Program Operations is responsible for establishing project funding authorizations and serves as the Liaison with the Federal Highway

Administration. Project Management is responsible for the development and delivery of selected transportation projects as well as administration of the State Industrial Access Program (SIA).

2. Virginia Department of Transportation

The Virginia Department of Transportation (VDOT) is responsible for building, maintaining and operating the state's roads, bridges and tunnels. And, through the Commonwealth Transportation Board, it provides funding for airports, seaports, rail and public transportation. Virginia has the third-largest state-maintained highway system in the country, just behind North Carolina and Texas.

a. VDOT Transportation and Mobility Planning Division (TMPD)

The Transportation and mobility Planning Division is responsible for ensuring the development of long range transportation plans across the Commonwealth that promote a safe, efficient and effective transportation system. TMPD's planning focus is at the statewide level, addressing the accessibility and mobility needs of people and freight on the interstate and primary highway systems. TMPD also provides support to VDOT District Planning Offices that are responsible for: maintaining the federal metropolitan planning process, conducting small urban area transportation studies, as well as conducting corridor level planning studies that support the project development process.

b. Virginia Department of Rail and Public Transportation (DRPT)

DRPT works with public and private partners to provide technical expertise, financial support, planning and project management and program advocacy. Together, DRPT and its partners deliver essential rail, public transportation and commuter assistance services. Each of DRPT's three primary areas of activity (rail, public transportation, and commuter services) focus on the movement of people and goods throughout Virginia. Rail transportation involves the movement of people and goods on railways owned and operated by private railroad companies. Public Transportation systems help manage traffic congestion and provide transportation choices while safely transporting people to destinations across the Commonwealth. Commuter Services programs work to promote carpools, vanpools, telework and other alternative modes of transportation to Virginia's commuters.

3. Tennessee Department of Environment and Conservation (TDEC)

The Tennessee Department of Environment and Conservation houses the Division of Air Pollution Control which is responsible for air quality modeling and forecasting as well as the development of emissions inventories and budgets and State Implementation Plans (SIP). The Division of Air Pollution Control is directed to maintain the purity of the air resources of the State of Tennessee consistent with the protection of normal health, general welfare, and physical property of the people while preserving maximum employment and enhancing the industrial development of the State. The Division of Air Pollution Control establishes emission standards and procedures required to monitor industries in the State. These standards and procedures are established and carried out through the Tennessee Air Pollution Control Board which adopts regulations, holds hearings, and initiates court actions to enforce such regulations.

C. Local

1. Administrative and Technical Officials/Advisory Boards and Commissions

Chief Administrative and Technical positions (i.e., City Managers, Planning Directors, Public Works Directors, Traffic Engineers and regional service providers) are directly concerned with the implementation of transportation policy decisions. These individuals are designated to serve as the Technical Coordinating Committee. Should any such positions become vacant and/or reclassified, the Executive Board Member for that respective MTPO jurisdiction may designate, in writing, an alternate representative. Coordination and communication with Advisory or Technical Boards and Commissions (Planning Commissions, Traffic Commissions, Public Works Commissions, etc.) is the responsibility of the Administrative and Technical Officials serving on the Technical Coordinating Committee. Insuring consistency between local planning and implementation documents and the plans, strategies and implementation by the MTPO is the fundamental role of these individuals.

2. Transit Operator

The Kingsport Area Transit Service (KATS) is owned and operated by the City of Kingsport. The City's Transit Director is responsible for overseeing daily operational functions of the transit system. The Kingsport MTPO staff provides administrative assistance for KATS, including MTPO transit planning activities, maintaining adherence to State and Federal regulations, and grant administration. The Kingsport MTPO is responsible for the FTA Section 5303 transit planning program through the Unified Planning Work Program and the development of the Transit Element of the Transportation Improvement Program. KATS' duties include regulation of the route and schedule structures, regulation of fares, acquisition of equipment, and making and enforcing rules and regulations governing the public transportation system.

3. Upper East Tennessee Local Planning Assistance

The Upper East Tennessee Local Planning Assistance office is a division of the Tennessee Department of Economic & Community Development. The Local Planning Assistance Section provides professional advice and technical assistance to local government planning programs across Tennessee through individual planning assistance contracts. Services are delivered from six regional offices throughout Tennessee.

4. Memorandum of Agreement with the adjacent MTPO's

A Memorandum of Agreement (MOA) shall be in place between Bristol MTPO, and Johnson City MTPO pertaining to overlapping long-range Metropolitan Planning Boundaries. The MOA shall define the transportation planning responsibilities for each MTPO and shall designate the responsible agency for project coordination and implementation in areas contained within the respective MTPO planning area boundary.

5. First Tennessee Rural Transportation Planning Organization

To increase coordination and consistency of regional transportation planning, the Kingsport MTPO will serve on the Technical Committee for the First Tennessee Rural Transportation

Planning Organization (RTPO). The RTPO represents the counties of the First Tennessee Development District that are not represented by an existing MTPO planning area. The RTPO is responsible for transportation planning activities and project recommendations to TDOT in the non-MTPO portions of the First Tennessee Development District.

6. First Tennessee Development District

The First Tennessee Development District was formed in 1966 pursuant to legislation passed by the Tennessee General Assembly. This voluntary association of local governments is committed to improving the quality of life in Northeast Tennessee. Solving common problems regarding economic development and regional growth is the main thrust of the First Tennessee Development District. This goal is accomplished through economic and community development and economic development financing, research and planning, environmental management activities, housing studies, human resource evaluation, assessment and updating services to the elderly.

7. LENOWISCO

LENOWISCO is a regional council of local governments that represents Lee, Scott, and Wise Counties and the City of Norton in Southwest Virginia. Rather than work individually as counties to promote and develop their areas, LENOWISCO and its member agencies work together for the benefit of the greater region. The commission's basic roles and functions have focused on providing information, professional and technical services, and a mechanism for regional coordination. LENOWISCO serves as a neutral forum where representatives of the member local governments can discuss and decide how to approach problems that cross county, and town boundaries. It helps member governments share information about common problems; recognize opportunities to save money or to be more effective by working together; and take account of regional influences in planning and implementing public policies and services at the local level. LENOWISCO's staff provides professional and technical assistance that supplements and supports the work of local government staff. LENOWISCO relates the region's interests to state government, to other regions of the Commonwealth of Virginia, and to the metropolitan area. LENOWISCO maintains a significant repository of demographic and other information about the Southwest Virginia region and its local governmental jurisdictions. The work of the Commission is supported by annual contributions from its member local governments, by appropriations of the Virginia General Assembly, and by a variety of grants, contracts and fees from both governmental and private sector sources.

D. Other Governmental and Quasi-Governmental Agencies

Other transportation agencies or providers may also provide input to the MTPO due to their technical expertise or unique role as transportation providers. Generally these organizations will be represented on the Technical Coordinating Committee and will provide input to the Executive Board through the Transportation Planning Coordinator. This is especially true of transit service providers such as the Kingsport Area Transit Service.

IV. CONTINUING PLANNING ACTIVITIES

A. Transportation Planning Functions and Process

The MTPO has the responsibility for insuring long term continuing, comprehensive and coordinated transportation planning for the study area. To meet this requirement, the MTPO is responsible for the following:

- Preparation of an annual Unified Planning Work Program (UPWP) identifying the major tasks to be accomplished by the MTPO that fiscal year. Each participant in the process provides the Transportation Planning Coordinator a detailed description of tasks to be accomplished, schedule for completion and estimated cost.
- Preparation of a Transportation Improvement Program (TIP) identifying and prioritizing projects to be implemented during the time period of the Program and meeting federal and state requirements. This document provides a description of each project, estimated costs, and year in which implementation activity is scheduled.
- Development and maintenance of a Long-Range Transportation Plan and associated documents identifying needed transportation improvements and services in the study area. This plan shall meet the appropriate state and federal requirements.
- Development of the appropriate information and databases upon which informed transportation decisions can be made.
- Identify and ensure that the MTPO meets the requirements in the existing transportation legislation and amendments and other state and federal statutes.

B. Public Participation Plan

It is the desire of the MTPO to obtain public participation for specific transportation planning needs. The MTPO encourages the distribution of information related to transportation decisions and plans throughout the region. It is the policy of the MTPO to take public comments into account in the development and adoption of plans and programs such as the Transportation Improvement Program and Long-Range Transportation Plan. The public involvement process must be proactive and provide complete information, timely public notice, full access to key decisions, and opportunities for early and continuing involvement. Policies and procedures for public involvement are outlined in the Kingsport MTPO Public Participation Plan.

C. Study Area

The study area, or metropolitan area, for the Kingsport Metropolitan Transportation Planning Organization shall encompass the Kingsport Urbanized Area as defined by the U.S. Census, and the surrounding area as shown on the Kingsport MTPO Area map in appendix C.

D. Amendments to Prospectus

This Prospectus may be amended by a majority vote of the Executive Board membership and approval by the Governor. Amendment proposals must be presented in writing at a Board meeting for consideration and may be adopted at an ensuing meeting.

E. Administration

The Transportation Planning Coordinator, through direction of the Executive Board and the Executive Technical Staff is responsible for performing the administrative tasks required to maintain coordination of the transportation planning process, and the Executive Technical Staff is responsible to the Executive Board for maintaining coordination of program implementation on a continued basis. The Transportation Planning Coordinator and staff will be responsible for the following administrative functions:

- Documentation of all transportation meeting proceedings and dissemination thereof to all participants to the process.
- Monitoring of all MTPO sponsored activities and studies including the preparation of minor amendments reflecting policy objectives and changing standards.
- Preparation of contracts, agreements, and memoranda of understanding.
- Coordination with Executive Board to assure proper execution of all contracts, agreements, and memoranda of understanding.
- Dissemination of relevant information to public officials and concerned citizens.
- Document performance of overall transportation planning program and specifically the elements as required maintaining certification.

APPENDIX A - MTPO EXECUTIVE BOARD MEMBERSHIP

VOTING MEMBERS

REPRESENTING

Governor	State of Tennessee
Governor	State of Virginia
Kingsport Mayor	City of Kingsport
Sullivan County Mayor	Sullivan County
*Hawkins County Mayor, Church Hill Mayor, Mount Carmel Mayor	Hawkins County Town of Church Hill Town of Mount Carmel
Tennessee Office of Local Planning Director	Member at large
LENOWISCO Planning District Commission Executive Director	Scott County, Weber City, Gate City, all areas of Virginia in Kingsport Urbanized Area

**Note: The three agencies mutually nominate one representative to a four year term to represent their jurisdictions.*

NON-VOTING MEMBERS

REPRESENTING

FHWA - Division Administrator	Tennessee
FHWA - Division Administrator	Virginia
FTA – Director	Region III
FTA - Director	Region IV

APPENDIX B - TECHNICAL COORDINATING COMMITTEE MEMBERSHIP

VOTING MEMBERS

REPRESENTING

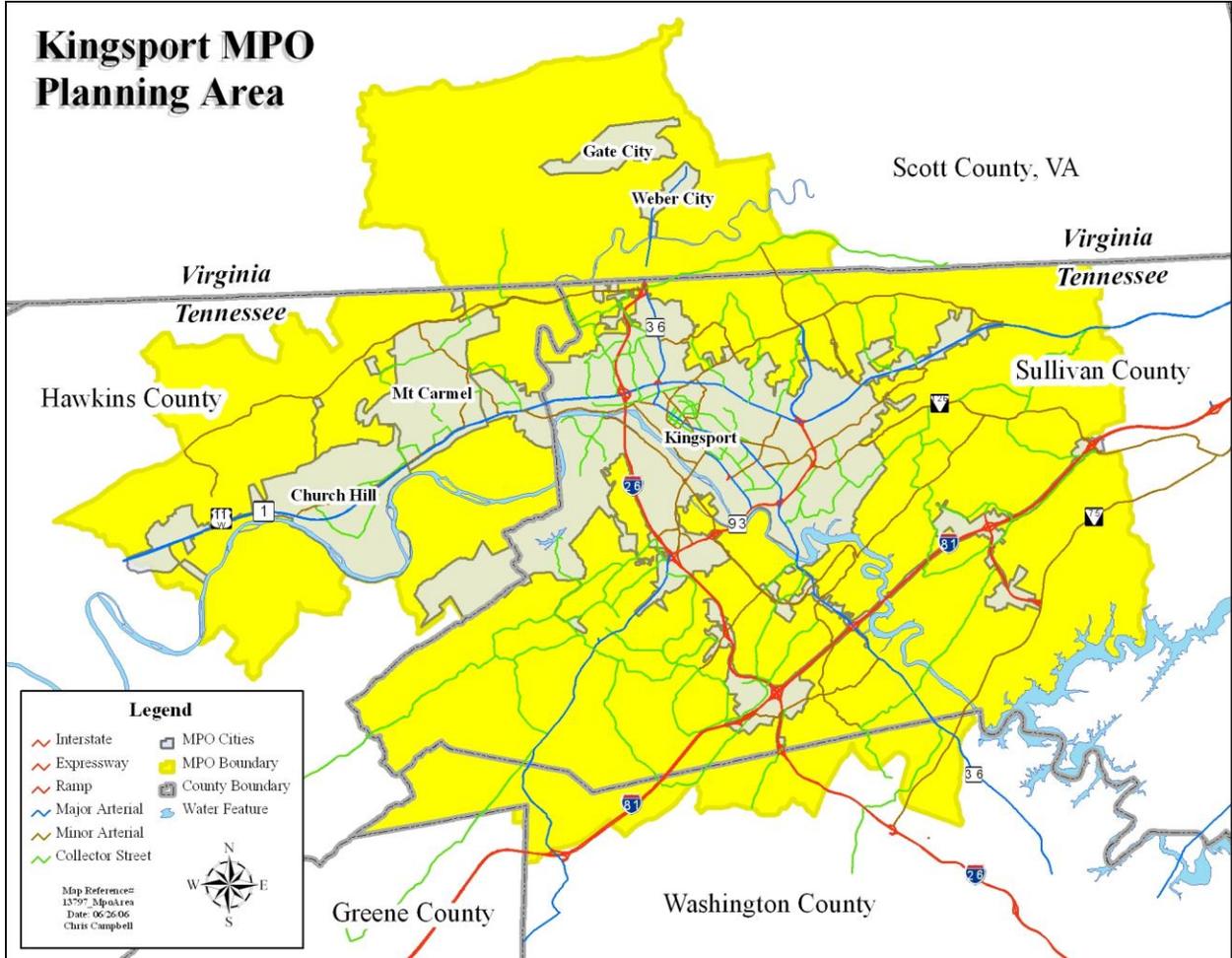
City Manager	City of Kingsport
Highway Commissioner	Sullivan County
Planning Director	City of Kingsport
Planning Director	Sullivan County
Public Works Director	City of Kingsport
Public Works Director	Mount Carmel
Public Works Director	Church Hill
Transportation Planning Manager	City of Kingsport
Traffic Engineer	City of Kingsport
City Engineer	City of Kingsport
KATS Director	Kingsport Transit
Regional Planner	LENOWISCO
Transportation Planning Coordinator	Kingsport MTPO
TDOT District Office	TDOT
VDOT Resident Office	VDOT

NON-VOTING MEMBERS

REPRESENTING

FHWA - Division Administrator	Tennessee
FHWA - Division Administrator	Virginia
FTA – Director	Region III
FTA - Director	Region IV

APPENDIX C – KINGSPORT MPO AREA MAP



**APPENDIX D – BYLAWS OF THE KINGSPORT MTPO
EXECUTIVE BOARD**

ARTICLE I – NAME

The name of the organization shall be the Kingsport Metropolitan Transportation Planning Organization Executive Board.

ARTICLE II – COMTPOSITION AND VOTING

The Executive Board shall be composed of principal elected officials of governmental jurisdictions participating in the Kingsport Area Transportation Planning Process. Membership by Jurisdiction is as follows:

VOTING MEMBERS

REPRESENTING

Governor

State of Tennessee

Governor

State of Virginia

Kingsport Mayor

City of Kingsport

Sullivan County Mayor

Sullivan County

*Hawkins County Mayor, Church Hill Mayor, Mount Carmel Mayor

Hawkins County
Town of Church Hill
Town of Mount Carmel

Tennessee Office of Local

Member at large

Planning Director

LENOWISCO Planning District
Commission Executive Director

Scott County, Weber City, Gate City,
all areas of Virginia in Kingsport Urbanized
Area

**Note: The three agencies mutually nominate one representative to a four year term to represent their jurisdictions.*

NON-VOTING MEMBERS

REPRESENTING

FHWA - Division Administrator

Tennessee

FHWA - Division Administrator

Virginia

FTA – Director

Region III

FTA - Director

Region IV

Each voting member will be apportioned one vote.

ARTICLE III – DUTIES

The Executive Board constitutes the forum for cooperative transportation decision-making in the Kingsport Area MTPO with responsibilities as follows:

- (1) Administrative and fiscal control.
- (2) Review and approval of all transportation planning, programming and implementation.
- (3) Establish study committees as required to ensure cooperative, comprehensive and continuing transportation planning.
- (4) Establish and approve a public participation plan.
- (5) Any issue pertinent to the purposes and functions of the Executive Board may be brought before the Board by the Technical Coordinating Committee or by any subcommittee that the Executive Board may create. Any minority or objecting report or issue may be brought before the Board by any member of the Technical Coordinating Committee.

ARTICLE IV – ORGANIZATION

- (1) The organization of the Executive Board shall consist of a Chairman, Vice-Chairman, and Secretary. The Mayor of Kingsport, or his/her designee, shall serve as permanent Chairman of the Executive Board. The Executive Board shall elect a Vice-Chairman from its membership. Such election shall be by a majority of that membership and take place on the first meeting of the calendar year and the term of office shall be for one year or until such time new officers are elected.
- (2) An officer may succeed himself, with no limitation to number of terms, contingent on eligibility as the results of being a principal elected official.
- (4) The Transportation Planning Coordinator shall serve as permanent Secretary to the Executive Board, coordinate and schedule all meetings thereof, record proceedings and prepare minutes, prepare resolutions as adopted, and disseminate said minutes and resolutions as appropriate.
- (5) The Transportation Planning Coordinator shall coordinate all activities of the MTPO and with professional staff assistance, accomplish analyses and documentation as assigned.

ARTICLE V – DUTIES OF CHAIRMAN

- (1) The Chairman, or in his/her absence the Vice-Chairman, shall preside at all meetings of the Executive Board.
- (2) The Chairman, or his/her designate, shall authenticate by signature, all resolutions adopted by the Executive Board.
- (3) The Chairman, or his/her designate, may represent the Executive Board at hearings, conferences, and other events as required.

ARTICLE VI – MEETINGS

- (1) The Executive Board shall meet as required to accomplish administrative control of the planning process and maintain certification.
- (2) Each Executive Board member shall designate, in writing, an alternate representative to serve at meetings during said member's absence.
- (3) The presence of a simple majority of the Executive Board membership or designated alternates at Board meetings shall constitute a quorum for business transaction. If, in the event a simple majority is not present, business may be conducted unless the issue of a quorum is raised.
- (4) All meetings of the Executive Board are open to the public and are to be advertised according to the MTPO's adopted Public Participation Plan (PPP).

ARTICLE VII – RULES OF ORDER

- (1) The Executive Board shall conduct business as prescribed in Robert's Rules of Order unless prescribed otherwise by these Bylaws.
- (2) The Secretary of the Executive Board shall be the Board's Parliamentarian.

ARTICLE VIII – AMENDMENT TO BYLAWS

- (1) These Bylaws may be amended by affirmative vote of a quorum of the Board. A Bylaws change shall be presented for consideration at any Board meeting with adoption being deferred until a subsequent meeting.

ARTICLE IX – EFFECTIVE DATE

- (1) Any other rules, procedures, or Bylaws of the Board previously adopted are repealed.
- (2) These Bylaws shall be effective upon adoption. A certified copy shall be maintained by the Secretary to the Board.



Ken Marsh, Chairman
MPO Executive Board

11-3-09
Date



Chris Campbell, Chairman
MPO Executive Staff

11-3-09
Date

**APPENDIX E – BYLAWS OF THE KINGSPORT MTPO
TECHNICAL COORDINATING COMMITTEE**

ARTICLE I – NAME

The name of the organization shall be the Kingsport Metropolitan Transportation Planning Organization Technical Coordinating Committee (Executive Staff).

ARTICLE II – COMPOSITION

The Technical Coordinating Committee shall be composed of the department heads and administrative leaders of each agency having transportation or related planning, programming, or implementation responsibility in the Kingsport Urban Area. Voting membership by jurisdiction is as follows:

<u>VOTING MEMBERS</u>	<u>REPRESENTING</u>
City Manager	City of Kingsport
Highway Commissioner	Sullivan County
Planning Director	City of Kingsport
Planning Director	Sullivan County
Public Works Director	City of Kingsport
Public Works Director	Mount Carmel
Public Works Director	Church Hill
Transportation Planning Manager	Kingsport MTPO
Traffic Engineer	City of Kingsport
City Engineer	City of Kingsport
KATS Director	Kingsport Transit
Regional Planner	LENOWISCO
Transportation Planning Coordinator	Kingsport MTPO
TDOT District Office	TDOT

VDOT Resident Office

VDOT

NON-VOTING MEMBERS

REPRESENTING

FHWA - Division Administrator

Tennessee

FHWA - Division Administrator

Virginia

FTA – Director

Region III

FTA - Director

Region IV

ARTICLE III – DUTIES

- (1) The Technical Coordinating Committee is directly responsible to the Executive Board for daily administration of transportation planning, programming and implementation; relying on the Transportation Planning Coordinator to achieve coordination among technical staff participating in the process.
- (2) The Technical Coordinating Committee shall establish schedules and assign personnel to accomplish Executive Board policy and legislative requirements.
- (3) The Technical Coordinating Committee should review analytical documentation progress, plan and program development, and report status to the Executive Board as appropriate.
- (4) The Technical Coordinating Committee should cooperatively review and approve plans, programs and implementation schedules evolving from the transportation planning process.

ARTICLE IV – ORGANIZATION

- (1) The organization of the Technical Coordinating Committee shall consist of a Chairman, Vice-Chairman, and Secretary. The Kingsport Transportation Planning Coordinator shall serve as permanent Chairman of the Technical Coordinating Committee. The Transportation Planning Manager, City of Kingsport, shall serve as permanent Vice-Chairman of the Technical Coordinating Committee.

- (2) The Kingsport Area MTPO Transportation Planner shall serve as permanent Secretary to the Technical Coordinating Committee.

ARTICLE V – DUTIES OF CHAIRMAN AND VICE-CHAIRMAN

- (1) The Chairman, or in his/her absence the Vice-Chairman, shall preside at all meetings of the Executive Staff.
- (2) The Chairman, or his/her designate, shall authenticate, by his signature, all resolutions adopted by the Technical Coordinating Committee.
- (3) The Chairman, or his/her designate, may represent the Technical Coordinating Committee at Executive Board meetings, hearings, conferences and other events, as required.

ARTICLE VI – TRANSPORTATION PLANNING COORDINATOR

- (1) The Transportation Planning Coordinator is a staff member of the Transportation Planning Division of the City of Kingsport.
- (2) The Coordinator shall receive direction from the Executive Board through the Technical Coordinating Committee, coordinate and schedule all meetings thereof, record proceedings and prepare minutes, prepare resolutions as adopted, disseminate said minutes and resolutions as appropriate, provide data and information to participating agencies, comply with data requests from public and private sector, coordinate comprehensive urban planning with transportation planning, and coordinate all activities of the transportation planning process with the technical planning staff.
- (3) The Coordinator shall serve as Chairman of all ad-hoc subcommittees appointed by the Executive Board and Technical Coordinating Committee.

ARTICLE VII – MEETINGS

- (1) The Technical Coordinating Committee shall meet as required to achieve coordination in the transportation planning, programming and implementation process.
- (2) Each Technical Coordinating Committee member shall designate in writing an alternate representative to attend meetings in said member's absence.

- (3) The presence of a simple majority of the Technical Coordinating Committee membership or designated alternates shall constitute a quorum for business transaction at Executive Staff meetings. If, in the event a simple majority is not present, business may be conducted unless the issue of a quorum is raised.
- (4) All meetings of the Technical Coordinating Committee are open to the public and are to be advertised according to the MTPO's adopted Public Participation Plan (PPP).

ARTICLE VIII – RULES OF ORDER

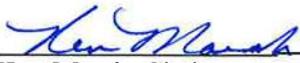
- (1) The Technical Coordinating Committee shall conduct business as prescribed in Robert's Rules of Order unless prescribed otherwise by these Bylaws.
- (2) The Secretary of the Technical Coordinating Committee shall be the Board's Parliamentarian.

ARTICLE IX – AMENDMENT TO BYLAWS

- (1) These bylaws can be amended at any regular meeting of the Technical Coordinating Committee by a majority vote of the voting membership, provided that the amendment has been submitted in writing at the previous regular meeting.

ARTICLE IX – EFFECTIVE DATE

- (1) Any other rules, procedures, or Bylaws of the TCC previously adopted are repealed.
- (2) These Bylaws shall be effective upon adoption. A certified copy shall be maintained by the Secretary to the TCC.



 Ken Marsh, Chairman
 MPO Executive Board

11-3-09

 Date



 Chris Campbell, Chairman
 MPO Executive Staff

11-3-09

 Date

RESOLUTION

BY

THE EXECUTIVE BOARD

OF

THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

AMENDING

FY-2014 and 2015 UNIFIED PLANNING WORK PROGRAM

(Amendment #2)

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, amendments to the Unified Planning Work Program are necessary in order to make changes to various elements, including text or funding; and

WHEREAS, in cooperation and consultation with the Tennessee Department of Transportation, the Virginia Department of Transportation, and the Federal Highway Administration, the Kingsport MTPO Executive Staff has submitted proposed changes to the text and funding tables found with the Kingsport FY 2014-15 Unified Planning Work Program, identified as "Amendment # 2", and which are highlighted in the attached UPWP document.

NOW, THEREFORE, BE IT RESOLVED that the Executive Board and Executive Staff of the Kingsport Metropolitan Transportation Planning Organization do hereby approve and endorse Amendment #2 to the "Kingsport Metropolitan Transportation Planning Organization FY 2014 and FY 2015 Unified Planning Work Program".

John Campbell, Chairman
MTPO Executive Board

Date

Troy Ebbert, Chairman
MTPO Executive Staff

Date

Item 5 – UPWP Amendment

TASK E (continued)

TO BE CORRECTED

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
MPO							
Federal	\$44,306	\$5,200			\$12,000	\$2,428	\$63,934
State		\$650			\$1,500	\$304	\$2,454
Local	\$11,077	\$0			\$1,500	\$304	\$12,880
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	\$55,383	\$11,100	\$34,226	\$0	\$15,000	\$3,035	\$118,744

Fiscal Year 2015

Task E. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MPO							
Federal	\$44,306	\$5,200			\$12,000	\$2,428	\$63,934
State		\$650			\$1,500	\$304	\$2,454
Local	\$11,077	\$0			\$1,500	\$304	\$12,880
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	\$55,383	\$11,100	\$34,226	\$0	\$15,000	\$3,035	\$118,744

TASK E (continued)

CORRECTED VERSION

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
MPO							
Federal	\$66,458	\$5,200			\$12,000	\$2,428	\$86,086
State		\$650			\$1,500	\$304	\$2,454
Local	\$16,615	\$0			\$1,500	\$304	\$18,418
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	\$3,035	\$146,434

Fiscal Year 2015

Task E. LRTP	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
MPO							
Federal	\$44,306	\$5,200			\$12,000	\$2,428	\$63,934
State		\$650			\$1,500	\$304	\$2,454
Local	\$11,077	\$0			\$1,500	\$304	\$12,880
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	\$55,383	\$11,100	\$34,226	\$0	\$15,000	\$3,035	\$118,744

TABLE 1
KINGSPORT METROPOLITAN PLANNING ORGANIZATION
FY 14 FUNDING SOURCE BY TASK -- previous numbers to be corrected

TASKS BY FUNDING SOURCE	FEDERAL HIGHWAY ADMINISTRATION										FEDERAL TRANSIT ADMINISTRATION										
	TENNESSEE					VIRGINIA					SECTION 5303 - City of Kingsport					SECTION 5303-TDOT					
	SPR	TDOT	City of Kingsport		LOCAL	SPR	VDOT	City of Kingsport		LOCAL	PL	LENOWISCO	LNWSC	VDOT*	TN	VA	TDOT	VDOT	LOCAL**	TN STATE MATCH	TOTAL
			TN-PL	LOCAL				VA-PL	LOCAL												
A. Program Administration	\$10,234	\$2,659	\$70,000	\$17,500			\$4,000	\$500	\$16,000	\$2,000	\$2,500	\$2,000	\$2,500	\$17,600	\$660	\$2,200	\$107	\$2,307		\$148,367	
B. Data Collection, Maintenance and Analysis	\$12,247	\$3,062	\$24,000	\$9,000			\$0	\$0	\$16,000	\$2,000	\$2,000	\$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	\$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	\$44,306	\$11,077			\$5,200	\$650	\$4,200	\$525	\$525	\$525	\$525	\$12,000	\$2,428	\$1,500	\$304	\$1,804		\$118,744	
TOTAL	\$49,862	\$12,465	\$202,306	\$50,577	\$25,000	\$6,250	\$9,200	\$1,150	\$41,200	\$5,150	\$5,650	\$5,650	\$5,650	\$49,600	\$1,288	\$6,200	\$411	\$6,611	\$0	\$474,919	

*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		\$202,306		\$25,000	\$9,200	\$41,200	\$3,440	\$0					\$49,600	\$3,440					\$380,608
TDOT		\$12,465													\$6,200				\$0	\$18,665
VDOT						\$6,250					\$5,650		\$5,650				\$411			\$12,311
LENOWISCO										\$5,150										\$5,150
Kingsport MPO				\$50,577			\$1,150											\$6,611		\$59,337
TOTAL	\$49,862	\$12,465	\$202,306	\$50,577	\$25,000	\$6,250	\$49,600	\$3,440	\$0	\$49,600	\$5,650	\$5,650	\$5,650	\$49,600	\$3,440	\$6,200	\$411	\$6,611	\$0	\$475,071

**A RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION
ESTABLISHING THE ADJUSTED URBANIZED AREA AND METROPOLITAN
PLANNING AREA BOUNDARY BASED ON THE 2010 CENSUS URBANIZED AREA**

WHEREAS, The Census Bureau designates a new list of Urbanized Areas (UZAs) every 10 years, following the conclusion of each decennial census; and

WHEREAS, Federal Law requires that every UZA be represented by a metropolitan planning organization (MPO) which carries out the metropolitan transportation planning process for the UZA and surrounding areas; and

WHEREAS, Existing MPOs must expand their Metropolitan Planning Area (MPA) to include all territory in Census 2010 UZAs before the next regularly scheduled Long Range Plan update occurring after October 1, 2012 ; and

WHEREAS, The Kingsport Metropolitan Transportation Planning Organization next Long Range Plan update is due by June 1, 2017; and

WHEREAS, The MTPO staff used criteria from Federal Metropolitan Transportation Planning Regulations found in 23 CFR 450.312 to delineate an Adjusted Urbanized Area Boundary and Metropolitan Planning Area Boundary that are logical regional transportation planning context; and

WHEREAS, In accordance with requirements of the U.S. Department of Transportation, the elements of the transportation planning process are to receive final approval from the Executive Board of the local Metropolitan Planning Organization; and

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

That the Kingsport MTPO "Adjusted Urbanized Area" and "Metropolitan Planning Area" boundaries be modified based on the 2010 Census Urbanized Area to encompass the geographic areas shown on the attached map and be submitted to the Governor for final approval

John Campbell
Chairman, Executive Board

Date

Troy J. Ebbert
Chairman, Executive Staff

Date

TENNESSEE

William A. Albright
Transportation Manager

Troy J. Ebbert
Transportation Coordinator



201 West Market St
Kingsport, TN 37660

MTPO@KingsportTn.gov
423.229.9332

Process and Rationale to Delineate MTPO Urbanized Smoothing and Planning Area Boundary

Based on 2010 Census Urbanized Area.

Presented to the MTPO Executive Board – April 17, 2017

Background:

The Census Bureau designates a new list of Urbanized Areas (UZA's) every ten years, following the conclusion of each decennial census. Federal law requires that every UZA be represented by a metropolitan planning organization (MPO) which carries out the metropolitan transportation planning process for the UZA and surrounding areas. Existing MPOs must expand their Metropolitan Planning Area to include all territory in the 2010 census UZAs before the next regularly-scheduled Long Range Plan update. The Kingsport MTPO's next long range plan update is due in 2017.

The Kingsport UZA smoothed boundary changes include areas that are currently experiencing growth or are anticipated for immediate residential growth; extensions to include entire sections of a road; and the inclusion of entire interstate interchanges.

MPA Boundary Criteria:

The federal Metropolitan Transportation Planning Regulations found in 23 CFR 450.312 state that "at a minimum the MPA boundaries shall encompass the entire existing urban area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan". The regulations allow for considerable flexibility in further expanding the MPA boundaries beyond the minimum required area by stating that "MPA boundaries can be further expanded to encompass the entire metropolitan statistical area (MSA) or combined statistical area (CSA)".

Kingsport MTPO MPA Delineation Process:

Step 1 – Begin with the Census UZA

As noted above, the area within the Census-Designated UZA must be included at a minimum in the MTPO's planning area. The 2010 Census increased the size of the Kingsport UZA as shown in figure 1, with the 2000 UZA illustrated in yellow and the 2010 UZA in green. The light green area that includes the majority of the map shows no change, dark green indicates growth and yellow has decreased in size.

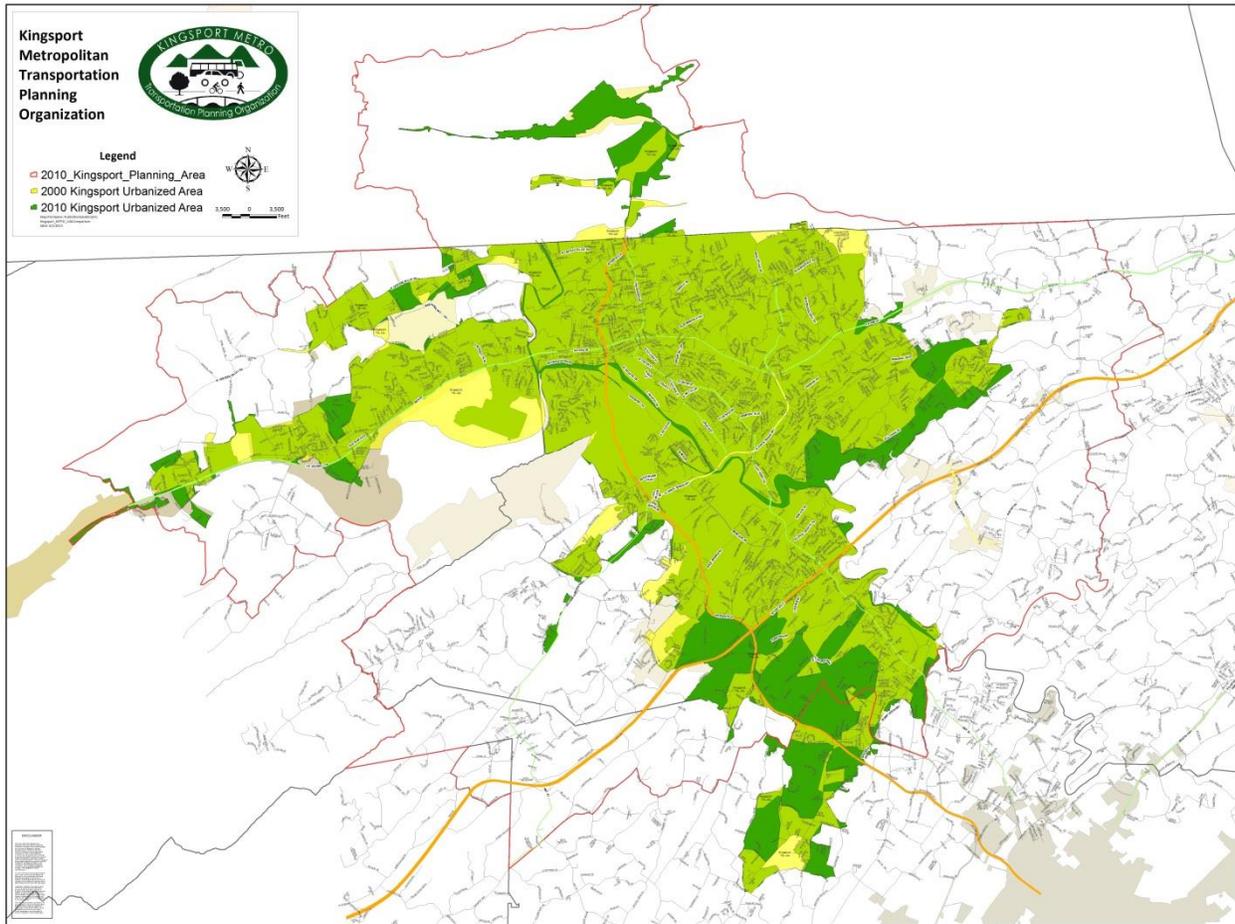


Figure 1 – Urbanized Area Comparison 2000-2010

Step-2 UZA Boundary Smoothing/Adjustment

Due to the jagged nature of the base census UZA, federal regulations permit areas to do a smoothing process to adjust the UZA boundaries to make them more logical. This smoothed area is also known as the “Adjusted UZA” and the “Federal Aid Urban Area” (FAUA) as it is used by the Federal Highway Administration to determine the functional classification of urban or rural roadways.

Following are the criteria for establishing the Adjusted UZA:

- Must encompass entire UZA
- Be one single contiguous area
- Include areas with urban characteristics
- Include all large traffic generators

In addition the MTPO staff and Technical Coordinating Committee also considered roadway contiguity in terms of smoothing in an entire roadway corridor if it had portions both in and out of the base census UZA. Figure 2 shows the base census UZA in green and the smoothed UZA in yellow. The areas in yellow contain traffic generators, such as Warriors Path State Park which estimates a million visitors a year, and additional areas residential growth because of the urban services currently available. In addition, the Tri-Cities Regional Airport and surrounding commercial activity are traffic generators. The Bays Mountain area is within the City of Kingsport but does not generate the same traffic as Warriors Path State Park because of the rural characteristics of the surrounding area.

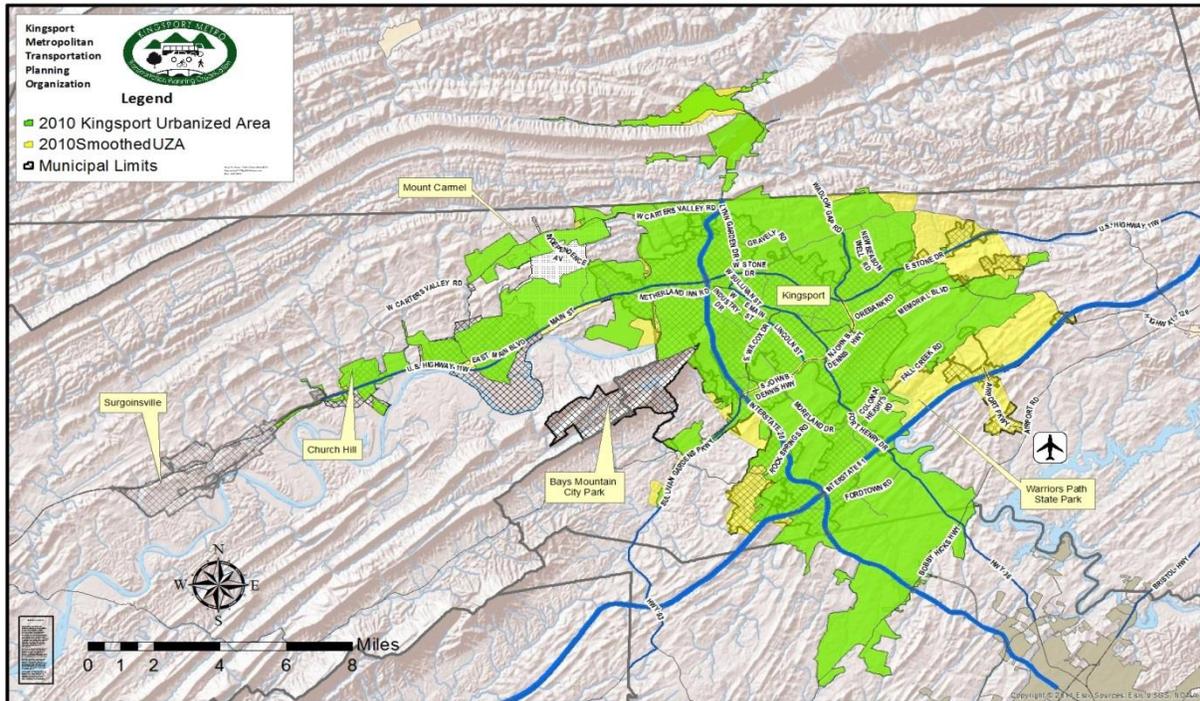


Figure 2 Urbanized Area Comparisons

Step 3 – MPA Development



Using the adjusted UZA as a base, the staff began development of a logical Metropolitan Planning Area (MPA) based on the regional transportation planning context while maintaining a geographic scale that is manageable. It should be noted the funding sources are based on the population numbers within the base census UZA and do not increase with additional area being added with the adjusted UZA or MPA.

The MTPO staff considered several factors and used the following rationale for delineating the MPA in consultation with the Technical Committee. When expanding the MPA, the committee included areas that are expected to become urbanized within a 20-year forecast period based on the current and projected growth patterns. In addition these areas are receiving urban services and were included as areas for growth within long range land use planning studies such as the Planned Growth Areas, Planning Regions and the Urban Growth Boundaries. The red area of figure 3 illustrates the expansion of the MPA. The expansion along to the east US Highway 11-W closes the area between the Kingsport and Bristol MTPO planning areas. The expansion to the west along US Highway 11-W includes the newly expanded base UZA .

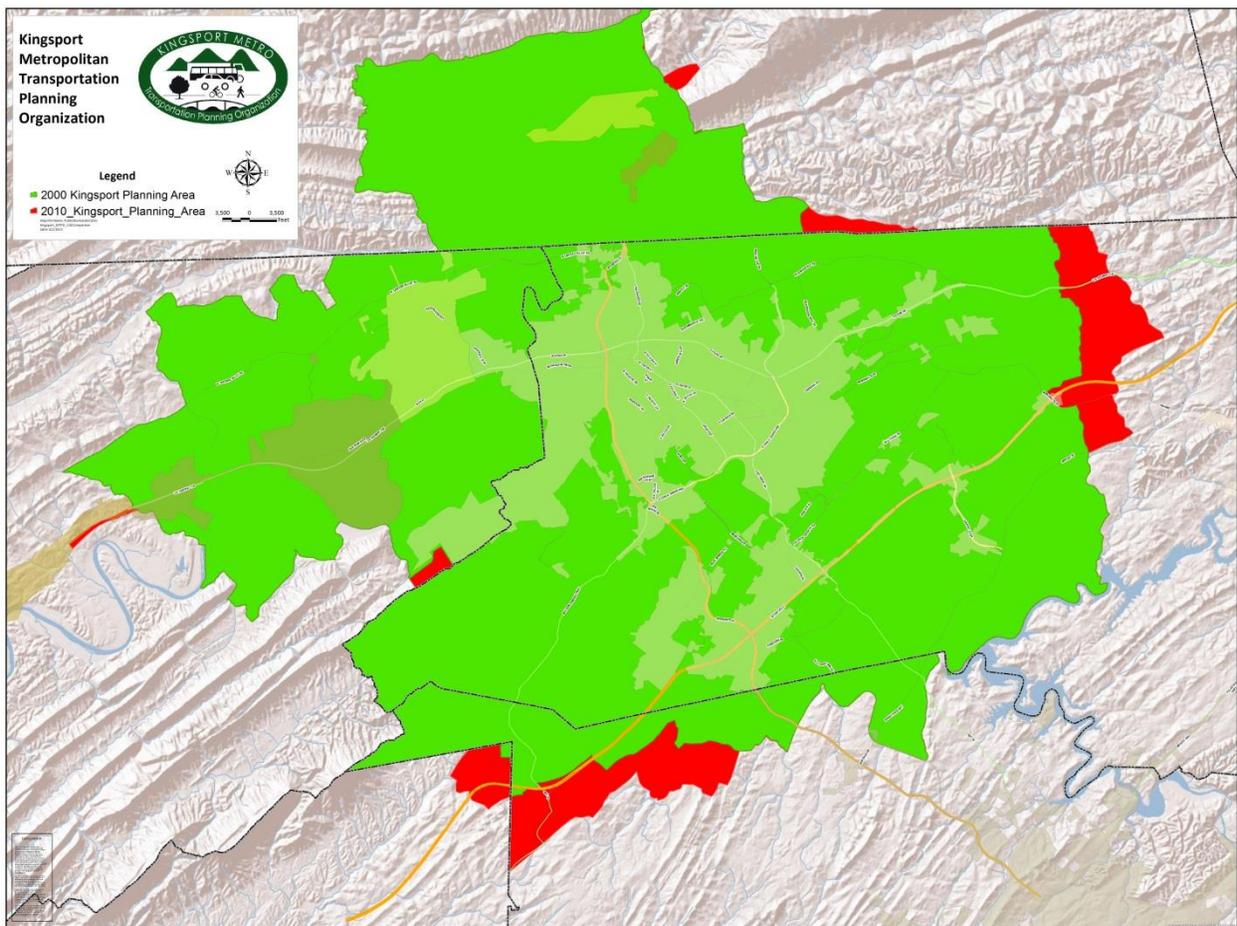


Figure 3 – MPA Expansion

The final recommendation was developed by MTPO staff in conjunction with the Technical Committee in a workshop held on March 12, 2014. Figure four is the final MPA recommendation. Because the Kingsport MTPO is bi-state, the final step is to formally submit the boundary for final approval by the Governors of each respective state for approval of the area within said state.

The final recommendation to the Executive Board for adoption is shown on figure 4. The area to the south in yellow is in the Kingsport UZA but is within the Johnson City MPA Boundary, as permitted under 23 CFR 450.312(h):

“Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs.”

The Johnson City MTPO requested to continue the Memorandum of Understanding dated January 2007 that addresses this area. The Technical Coordinating Committee members present at a workshop to consider the UZA and MPA had no issues with leaving the boundary as is. Under the current agreement, the Johnson City MTPO includes this area for planning and all projects in this area are in the Johnson City Long Range Transportation Plan (LRPT) and Transportation Improvement Plan (TIP). Because of the agreement, the entire Kingsport urbanized area is encompassed within a Metropolitan Planning Area, as required, and is shown in Figure 5.

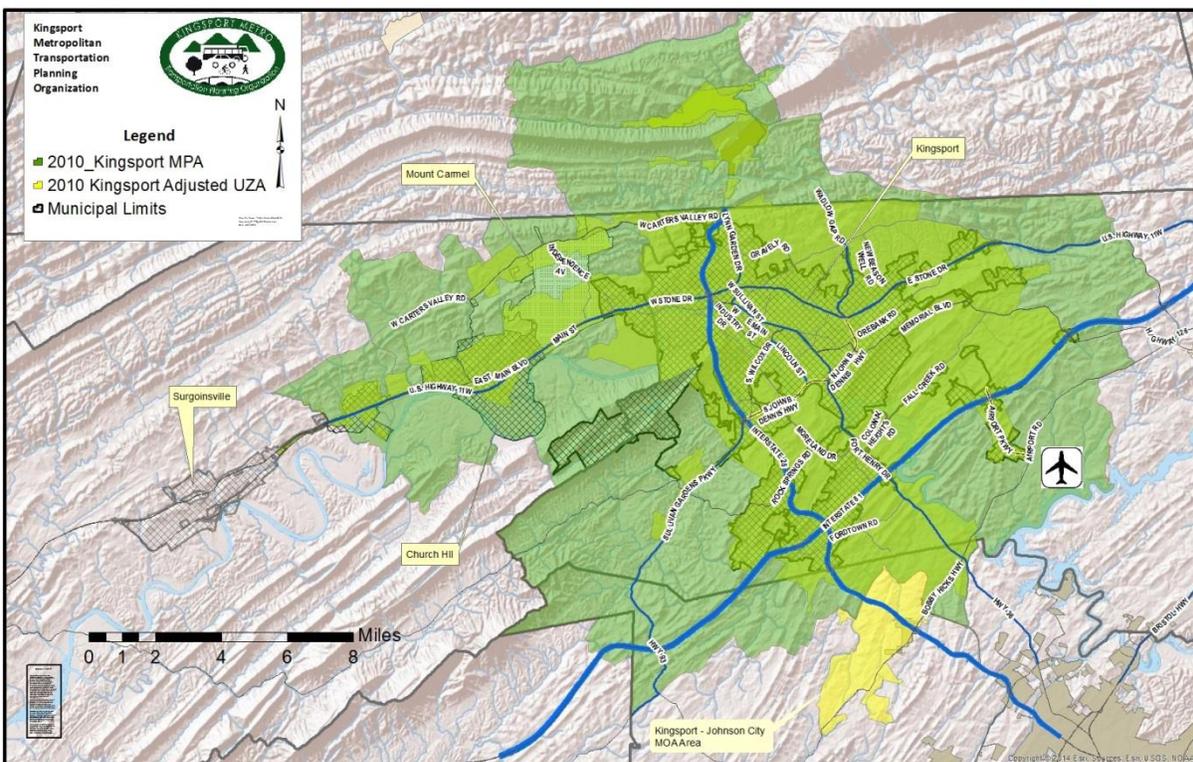


Figure 4 – Final Recommendation

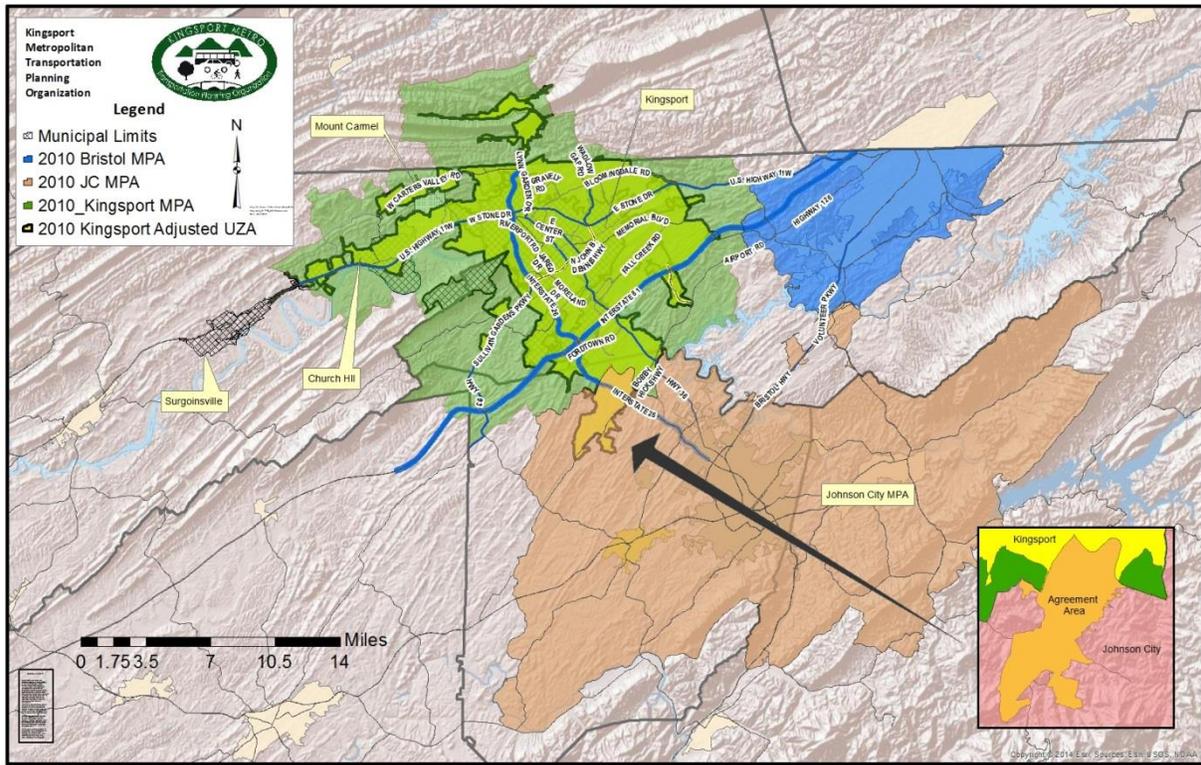


Figure 5 - UZA/MPA Overlap

Population Totals:

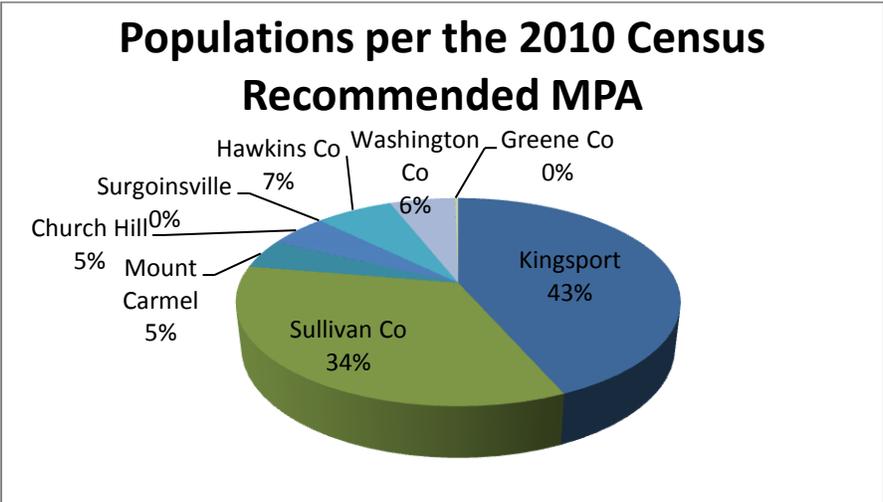
The population amounts of the recommended areas are as follows:

- Base 2010 Census UZA = 102,560
- Adjusted 2010 UZA= 106,273
- Recommended MPA= 120,032

Populations per the 2010 Census			
	2010 Urbanized Area	2010 Adjusted Urbanized Area	Recommended MPA
Kingsport	49,101	52,114	52,122
Sullivan Co	28,279	30,944	41,087
Mount Carmel	5,071	5,071	5,413
Church Hill	5,608	5,630	6,173
Surgoinsville	5	5	5
Hawkins Co	6,009	4,038	8,076
Washington Co	8,487	8,471	6,843
Greene Co			313
TOTAL	102,560	106,273	120,032

Kingsport MTPO Voting Members

The voting members shall include at minimum 75 % of the population to be represented. The following graph illustrates the MTPO’s compliance with this requirement.



The following jurisdictions have a voting member on the current MTPO Executive Board.

State of Tennessee

Commonwealth of Virginia

City of Kingsport

Sullivan County

*Hawkins County, Church Hill, Mount Carmel

Upper East Tennessee Local Planning Assistance Office

At Large Member (Washington County, Greene County, Hawkins County, Church Hill)

LENOWISCO Planning District
Commission Executive Director

Scott County, Weber City, Gate City,
all areas of Virginia in Kingsport Urbanized Area

**Note: The three agencies mutually nominate one representative to a four year term to represent their jurisdictions.*

The Executive Board is currently considering amending the by-Laws to replace the *Upper East Tennessee Local Planning Assistance Office* with the First Tennessee Development District Local Planning Office to represent Washington County and Greene County and give additional representation to Church Hill and Hawkins County. These communities received land use planning services from the Tennessee Local Planning Assistance Office, until the office was closed by the Governor in 2011. Those services are now provided by the First Tennessee Development District. The consideration is for the FTDD to represent these areas as the Local Planning Assistance Office had previously.

Conclusion:

The MTPO will continue to work with Johnson City, Bristol and the RPO in this area to achieve regional transportation improvements and cohesiveness with our Long Range Transportation Plans. Upon the approval of the by-law amendment we will increase the representation for the more rural area.



VIRGINIA

William A. Albright
MTPO Manager

Troy J. Ebbert
MTPO Coordinator



201 West Market St
Kingsport, TN 37660

MTPO@KingsportTn.gov
423.229.9332

Process and Rationale to Delineate MTPO Urbanized Smoothing and Planning Area Boundary

Based on 2010 Census Urbanized Area.

Presented to the MTPO Executive Board – April 17, 2014

Background:

The Census Bureau designates a new list of Urbanized Areas (UZA's) every ten years, following the conclusions of each decennial census. Federal law requires that every UZA be represented by a metropolitan planning organization (MPO) which carries out the metropolitan transportation planning process for the UZA and surrounding areas. Existing MPOs must expand their Metropolitan Planning Area to include all territory in census 2010 UZAs before the next regularly-scheduled Long Range Plan update. MTPO's next long range plan update is due in 2017.

The UZA smoothed boundary changes included areas that are currently or area anticipated for immediate residential growth, and were extended to include entire sections of a road.

MPA Boundary Criteria:

The federal Metropolitan Transportation Planning Regulations found in 23 CFR 450.312 state that "at a minimum the MPA boundaries shall encompass the entire existing urban area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan". The regulations allow for considerable flexibility in further expanding the MPA boundaries beyond the minimum required area by stating that "MPA boundaries can be further expanded to encompass the entire metropolitan statistical area (MSA) or combined statistical area (CSA)".

Kingsport MTPO MPA Delineation Process:

Step 1 – Begin with the Census UZA

As noted above, the area within the Census-Designated UZA must be included at a minimum in the MTPO's planning area. The 2010 Census increased the size of the Kingsport UZA as shown in figure 1, with the 2000 UZA illustrated light green and the 2010 UZA in dark green.

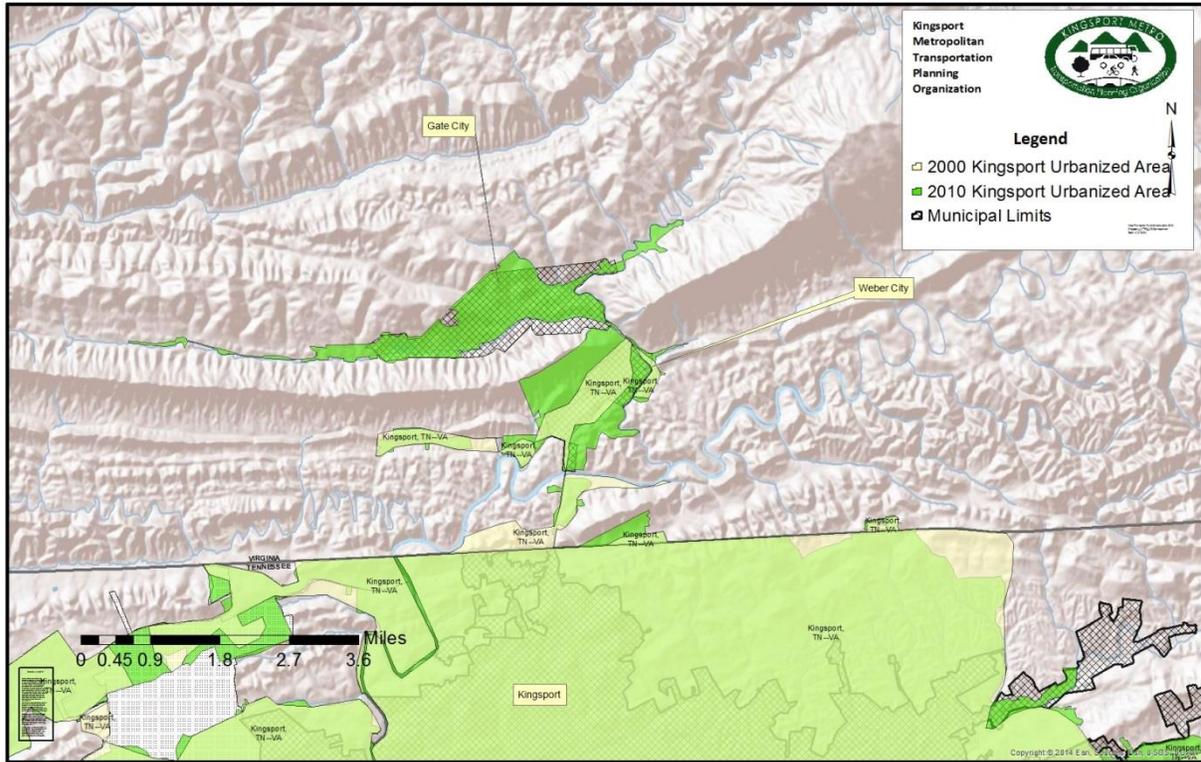


Figure 1 – Urbanized Area Comparison 2000-2010

Step-2 UZA Boundary Smoothing/Adjustment

Due to the jagged nature of the base census UZA, federal regulations permit areas to do a smoothing process to adjust the UZA boundaries to make them more logical. This smoothed area is also known as the “Adjusted UZA” and the “Federal Aid Urban Area” (FAUA) as it is used by the Federal Highway Administration to determine the functional classification of urban or rural roadways.

Following are the criteria for establishing the Adjusted UZA:

- Must encompass entire UZA
- Be one single contiguous area
- Include areas with urban characteristics
- Include all large traffic generators

In addition the MTPO staff and Technical Coordinating Committee also considered roadway contiguity in terms of smoothing in an entire roadway corridor if it had portions both in and out of the base census UZA. Figure 2 shows the base census UZA in green and the smoothed UZA in yellow. The committee elected not to change the urbanized area in Virginia at this time because of the increase of area as a result of the 2010 census findings.

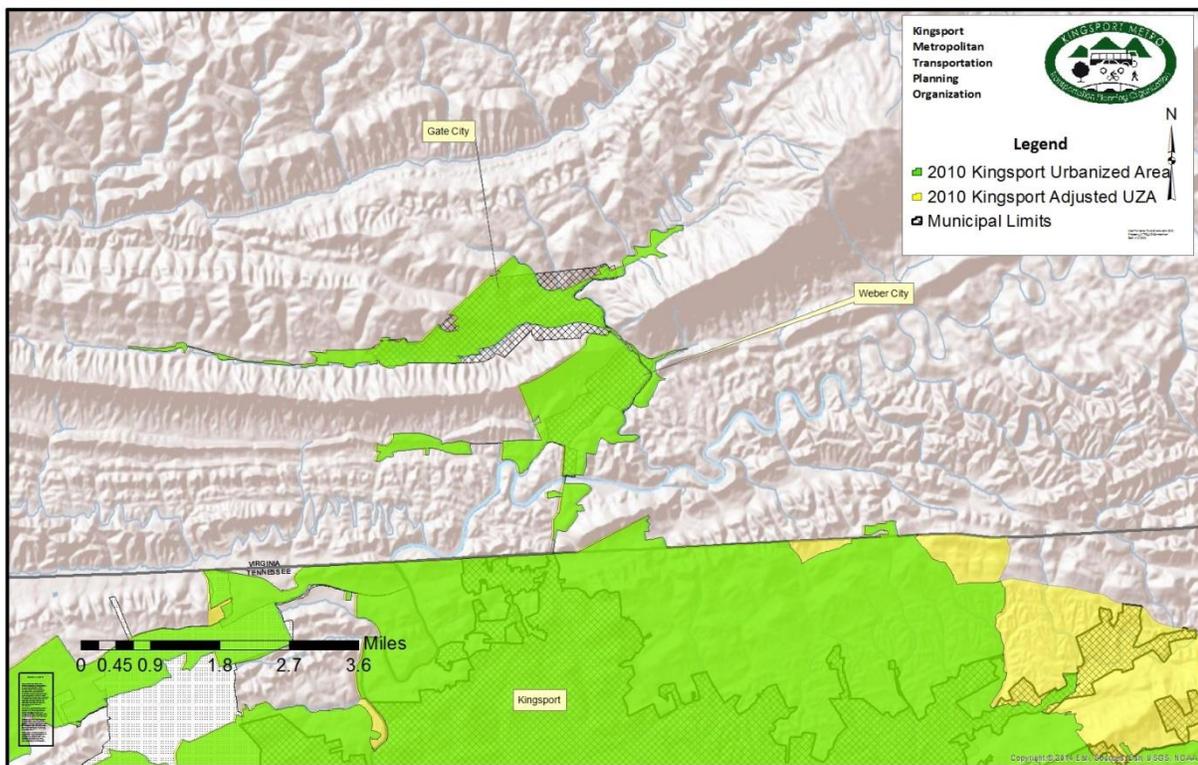


Figure 2 Urbanized Area Comparisons

Step 3 – MPA Development

Using the adjusted UZA as a base, the staff began development of a logical Metropolitan Planning Area (MPA) based on the regional transportation planning context while maintaining a geographic scale that is manageable. It should be noted the funding sources are based on the population numbers within the base census UZA and do not increase with additional area being added with the adjusted UZA or MPA.

The MTPO staff considered several factors and used the following rationale for delineating the MPA in consultation with the Technical Committee. When expanding the MPA, the committee included areas that are expected to become urbanized within a 20-year forecast period based on the current and projected growth patterns. The dark green area of figure 3 illustrates the expansion of the MPA. Expansion to the south includes all of East Carters Valley Road while the expansion to the east along Nickelsville Highway includes the newly expanded base UZA .

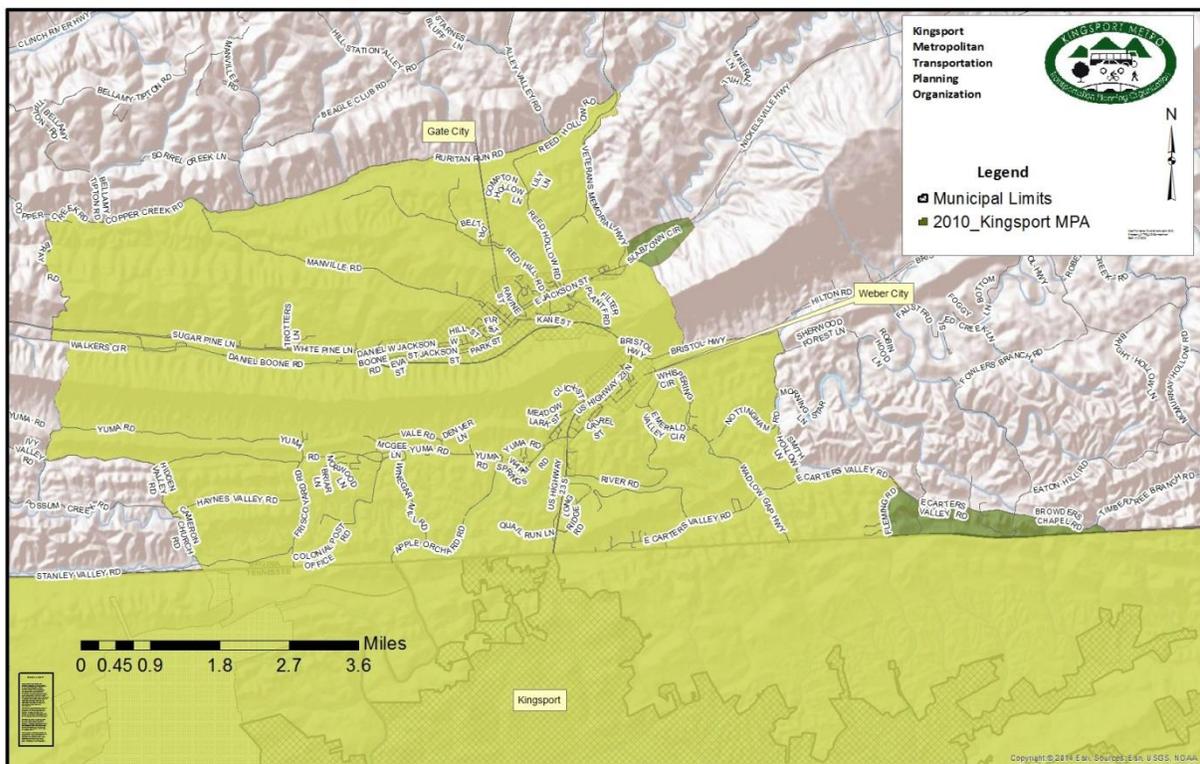


Figure 3 – MPA Expansion

The final recommendation was developed by MTPO staff in conjunction with the Technical Committee in a workshop held on March 12, 2014. Figure 4 is the final MPA recommendation for the Virginia portion. Because Kingsport MTPO is bi-state the final step is to formally submit the boundary for final approval by the Governors of each respective state for approval of the area within said state.

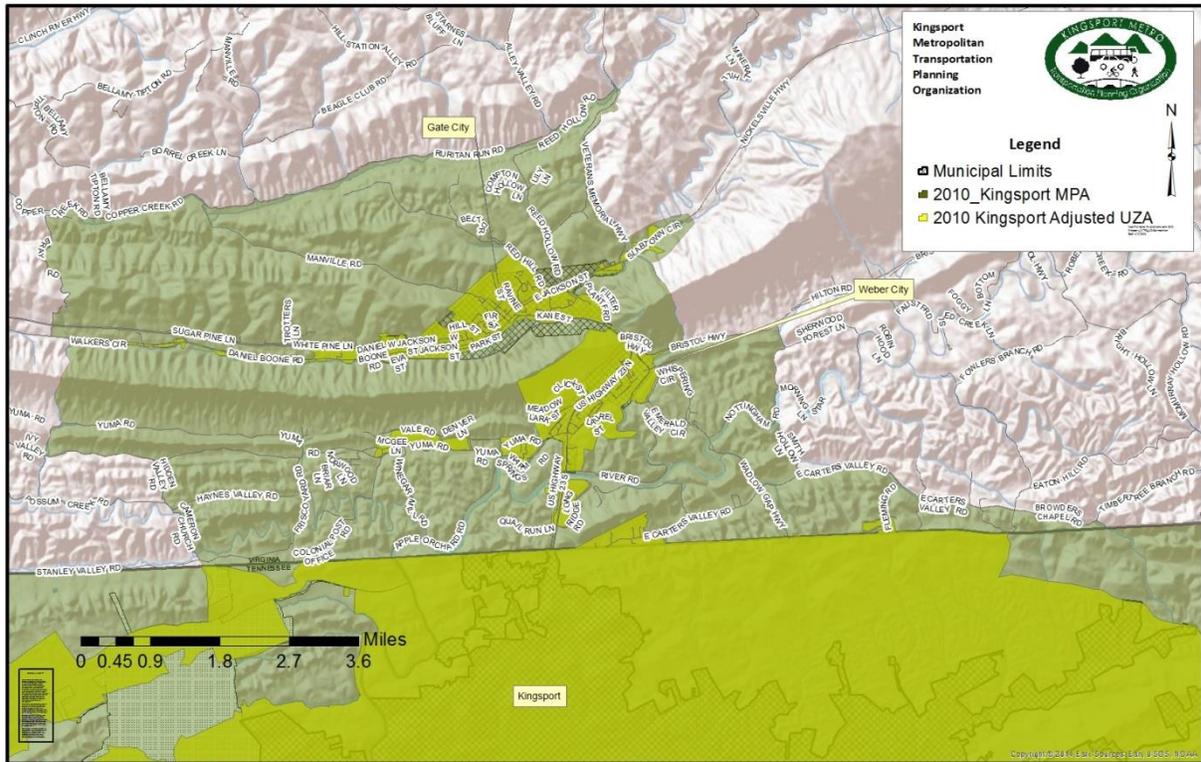


Figure 4 – Final Recommendation

Population Totals:

The population amounts of the recommended areas are as follows:

- Base 2010 Census UZA = 7,681
- Adjusted 2010 UZA= 7,681
- Recommended MPA= 7,717

Populations per the 2010 Census			
	2010 Urbanized Area	2010 Adjusted Urbanized Area	Recommended MPA
Scott County	5,231	5,231	5,267
Gate City	1,765	1,765	1,765
Weber City	685	685	685
TOTAL	7,681	7,681	7,717

Kingsport MTPO Voting Members

The voting members shall include at minimum 75 % of the population to be represented. Southwest Virginia has 6% of the population within the Kingsport MTPO and has 16% of the vote of the executive board.



The following jurisdictions have a voting member on the current MTPO Executive Board.

Commonwealth of Virginia

State of Tennessee

City of Kingsport

Sullivan County

*Hawkins County, Church Hill, Mount Carmel

LENOWISCO Planning District
Commission Executive Director

Scott County, Weber City, Gate City,
all areas of Virginia in Kingsport Urbanized Area

**Note: The three agencies mutually nominate one representative to a four year term to represent their jurisdictions.*

The Executive Board is currently considering amending the By-Laws to replace a member to represent Washington County and Greene Co and give additional representation to Church Hill, Mount Carmel, Hawkins County. These areas are represented by the Tennessee Local Planning Assistance Office, since the office was shut down by the State of Tennessee, the services are now provided by the First Tennessee Development District. The consideration is for the FTDD to represent these areas.

Conclusion:

The MTPO will continue to work closely with Johnson City, Bristol and the RPO in this area to achieve regional transportation improvements and cohesiveness with our Long Range Transportation Plans



**A RESOLUTION BY
THE EXECUTIVE BOARD
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
AMENDING THE VIRGINIA PORTION OF THE
TRANSPORTATION IMPROVEMENT PLAN
(TIP AMENDMENT#1)**

WHEREAS, the Kingsport Transportation Improvement Plan (TIP) is a document that continually evolves and needs amended; and

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

WHEREAS, the Virginia Department of Transportation has requested to amend the Kingsport MTPO TIP to include updates from the Virginia STIP for Fiscal Years 2015-2018; and

WHEREAS, Virginia Groupings Construction Safety, Transportation Enhancement, Preventive Maintenance, Bridge Maintenance, Traffic and Maintenance and Virginia TIP Projects 17747, 12764, with Table C; and

WHEREAS, The amendment complies with the requirements of the Kingsport MTPO Public Participation Plan; and

WHEREAS, The MTPO staff used criteria from Federal Metropolitan Transportation Planning Regulations found in 23 CFR 450.216 and 450.326 to ensure compliance; and

WHEREAS, In accordance with requirements of the U.S. Department of Transportation, amendments to the transportation improvement plan are to receive final approval from the Executive Board of the local Metropolitan Planning Organization.

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

The proposed amendments to the Virginia portion of the Kingsport Metropolitan Transportation Planning Organization Transportation Improvement plan shall be known as *TIP Amendment # 1* are hereby approved as presented.

John Campbell
Chairman, Executive Board

Date

Troy J. Ebbert
Chairman, Executive Staff

Date

Item 7 Virginia TIP Amendments

Virginia # 3



UPC NO	17747	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Scott County	OVERSIGHT	NFO	
PROJECT	RTE 58 - CONSTRUCTION INTERCHANGE - PE & RW ONLY			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.486 KILOMETER WEST ECL WEBER CITY TO: 0.491 KILOMETER EAST ECL WEBER CITY (0.9800 KM)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	0058			TOTAL COST	\$9,645,510	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Other		\$0	\$1,491,470	\$0	\$0
RW	Other		\$0	\$8,154,040	\$0	\$0
MPO Note						



Item 7 - Virginia TIP Amendments

Virginia # 4



UPC NO	12764	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Scott County	OVERSIGHT	NFO	
PROJECT	RTE 72 - CONSTRUCT 2 LANES ON NEW LOCATION - PE & RW ONLY			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.394 KILOMETER SOUTH ECL WEBER CITY TO: 0.120 KILOMETER NORTH ROUTE 71 (3.0900 KM)					
PROGRAM NOTE	All federal funds obligated based on current estimate/allocations					
ROUTE/STREET	0072			TOTAL COST		\$14,032,200
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal - STP/F		\$19,598	\$78,392	\$0	\$0
PE AC	Federal - AC		\$920,002	\$3,680,008	\$0	\$0
RW AC	Federal - AC		\$38,220	\$152,880	\$0	\$0
MPO Note						



Item 7 - Virginia TIP Amendments

**TABLE C : Kingsport MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

NEW PAGE

Highway Projects
FFY 2015 - 2018

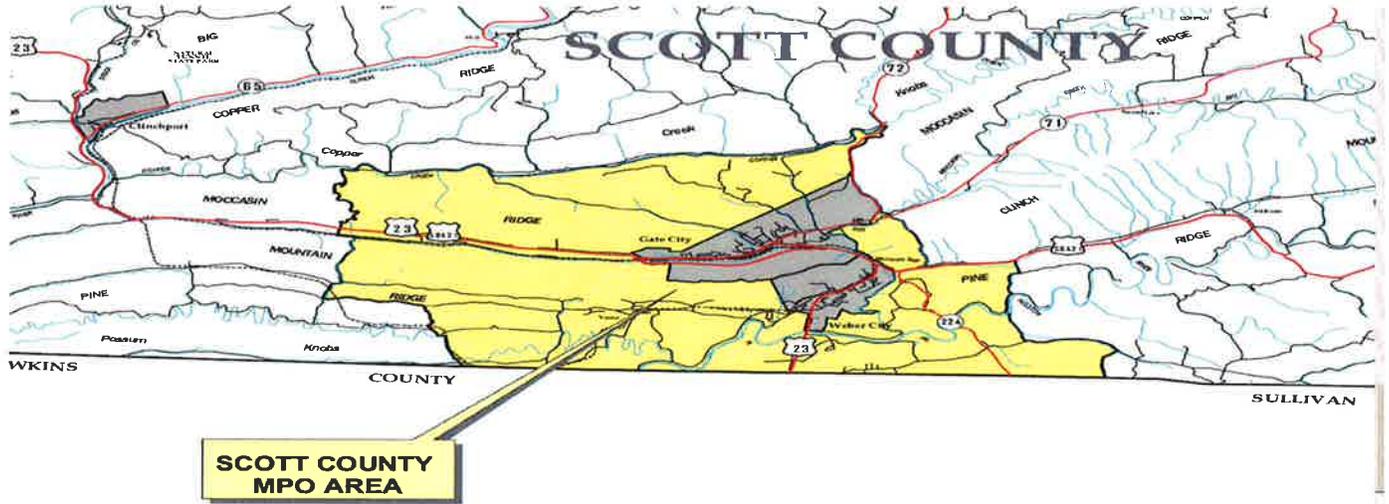
Fund Source	FFY 2015		FFY 2016		FFY 2017		FFY 2018		TOTAL	
	Projected Obligation Authority	Planned Obligation								
Federal										
BR/BROS	\$3,611,723	\$3,611,723	\$0	\$0	\$737,640	\$737,640	\$443,374	\$443,374	\$4,792,737	\$4,792,737
NHPP	\$3,500,000	\$3,500,000	\$2,392,288	\$2,392,288	\$791,944	\$791,944	\$0	\$0	\$6,684,232	\$6,684,232
STP	\$759,257	\$759,257	\$1,625,000	\$1,625,000	\$1,625,000	\$1,625,000	\$2,501,304	\$2,501,304	\$6,510,561	\$6,510,561
Subtotal -- Federal	\$7,870,980	\$7,870,980	\$4,017,288	\$4,017,288	\$3,154,584	\$3,154,584	\$2,944,678	\$2,944,678	\$17,987,530	\$17,987,530
Other										
Non-Federal	\$9,645,510	\$9,645,510	\$0	\$0	\$0	\$0	\$0	\$0	\$9,645,510	\$9,645,510
State Match	\$922,529	\$922,529	\$0	\$0	\$28	\$28	\$0	\$0	\$922,557	\$922,557
Subtotal -- Other	\$10,568,039	\$10,568,039	\$0	\$0	\$28	\$28	\$0	\$0	\$10,568,067	\$10,568,067
Total	\$18,439,019	\$18,439,019	\$4,017,288	\$4,017,288	\$3,154,612	\$3,154,612	\$2,944,678	\$2,944,678	\$28,555,597	\$28,555,597
Multiple MPOs - Federal (3)										
ARRA	(\$713)	(\$713)	\$0	\$0	\$0	\$0	\$0	\$0	(\$713)	(\$713)
Subtotal -- Multiple MPOs - Federal (3)	(\$713)	(\$713)	\$0	\$0	\$0	\$0	\$0	\$0	(\$713)	(\$713)
Maintenance - Federal (5)										
BR/BROS	\$1,202,218	\$1,202,218	\$1,230,454	\$1,230,454	\$1,258,691	\$1,258,691	\$1,258,691	\$1,258,691	\$4,950,054	\$4,950,054
STP	\$7,279,867	\$7,279,867	\$6,835,089	\$6,835,089	\$5,707,153	\$5,707,153	\$6,421,535	\$6,421,535	\$26,243,644	\$26,243,644
Subtotal -- Maintenance - Federal (5)	\$8,482,085	\$8,482,085	\$8,065,543	\$8,065,543	\$6,965,844	\$6,965,844	\$7,680,226	\$7,680,226	\$31,193,698	\$31,193,698

- (1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.
- (2) CMAQ/RSTP includes funds for TRANSIT projects.
- (3) Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.
- (4) Statewide Category - Funding to be obligated Statewide for projects as identified.
- (5) Maintenance Projects - Funding to be obligated for maintenance projects as identified.



Item 7 - Virginia TIP Amendments

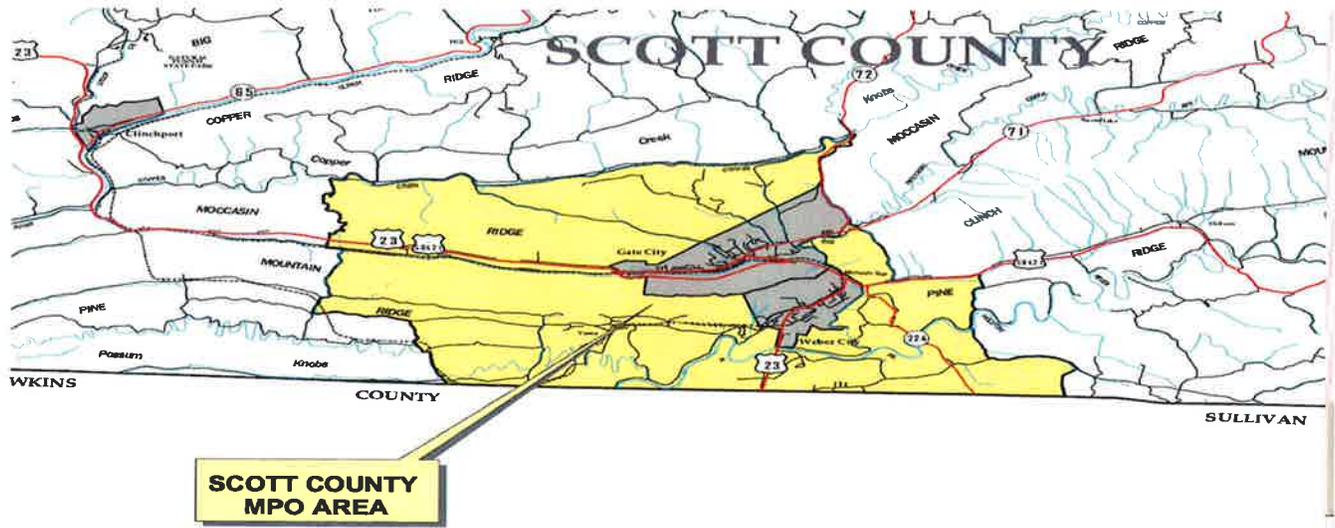
GROUPING		Construction : Safety/ITS/Operational Improvements				TOTAL COST	
ROUTE/STREET						FY17	FY18
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18	
RW	Federal - HSIP		\$0	\$0	\$1,000,000	\$1,000,000	\$0
	Federal - STP/F		\$0	\$596,417	\$0	\$0	\$0
RW TOTAL			\$0	\$596,417	\$1,000,000	\$1,000,000	\$0
CN	Federal - HSIP		\$0	\$0	\$0	\$0	\$2,000,000
	Federal - STP/F		\$0	\$84,448	\$625,000	\$625,000	\$501,304
CN TOTAL			\$0	\$84,448	\$625,000	\$625,000	\$2,501,304
CN AC	Federal - AC		\$137,167	\$548,667	\$0	\$0	\$2,000,000
MPO Note							





Item 7 - Virginia TIP Amendments

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional					TOTAL COST	
ROUTE/STREET		MATCH		FY15	FY16	FY15	FY16	
PE AC	Federal - AC			(\$116,482)	(\$465,928)	\$0	\$0	
CN AC	Federal - AC			\$116,482	\$465,929	\$0	\$0	
MPO Note								\$403,750



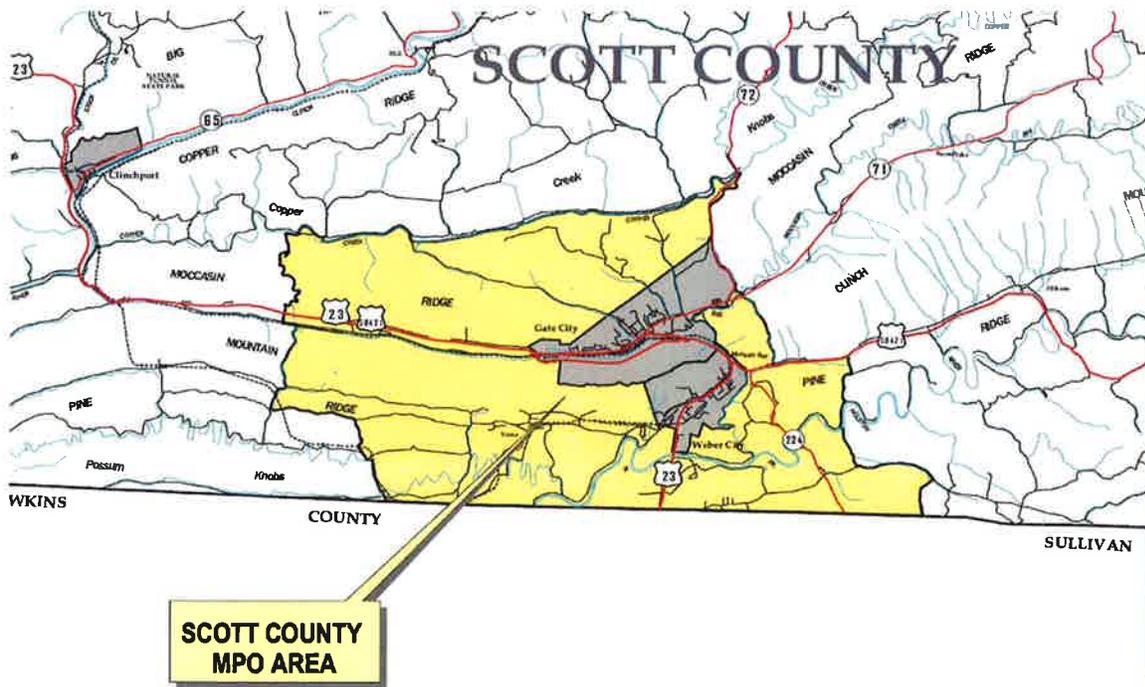
Item 7 - Virginia TIP Amendments

Virginia Grouping #5



See Appendix A for Project Details

GROUPING		Maintenance : Preventive Maintenance and System Preservation		
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.		
ROUTE/STREET				
	FUND SOURCE	MATCH	FY15	FY16
CN	Federal - STP/F		\$2,770,452	\$3,327,681
MPO Note				



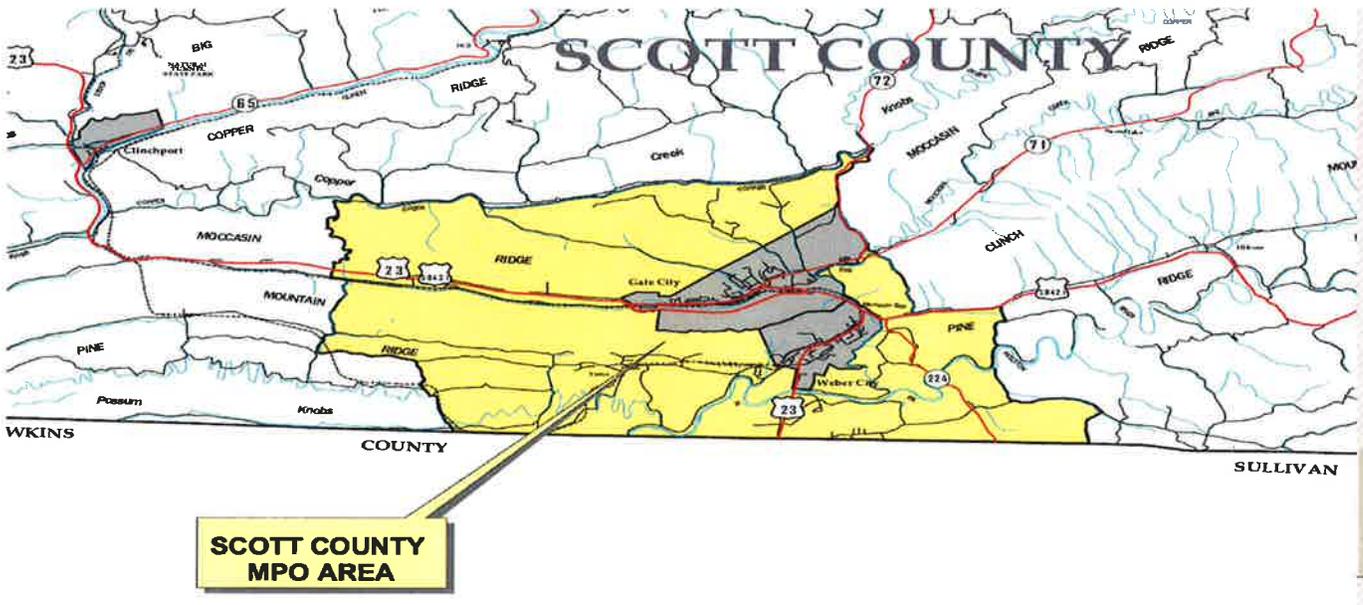
Item 7 - Virginia TIP Amendments

Virginia Grouping #6



See Appendix A for Project Details

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal - BR		\$1,202,218	\$1,230,454	\$1,258,691	\$1,258,691
	Federal - STP/F		\$3,175,749	\$2,404,587	\$2,076,364	\$2,238,669
CN TOTAL			\$4,377,967	\$3,635,041	\$3,335,055	\$3,497,360
MPO Note						



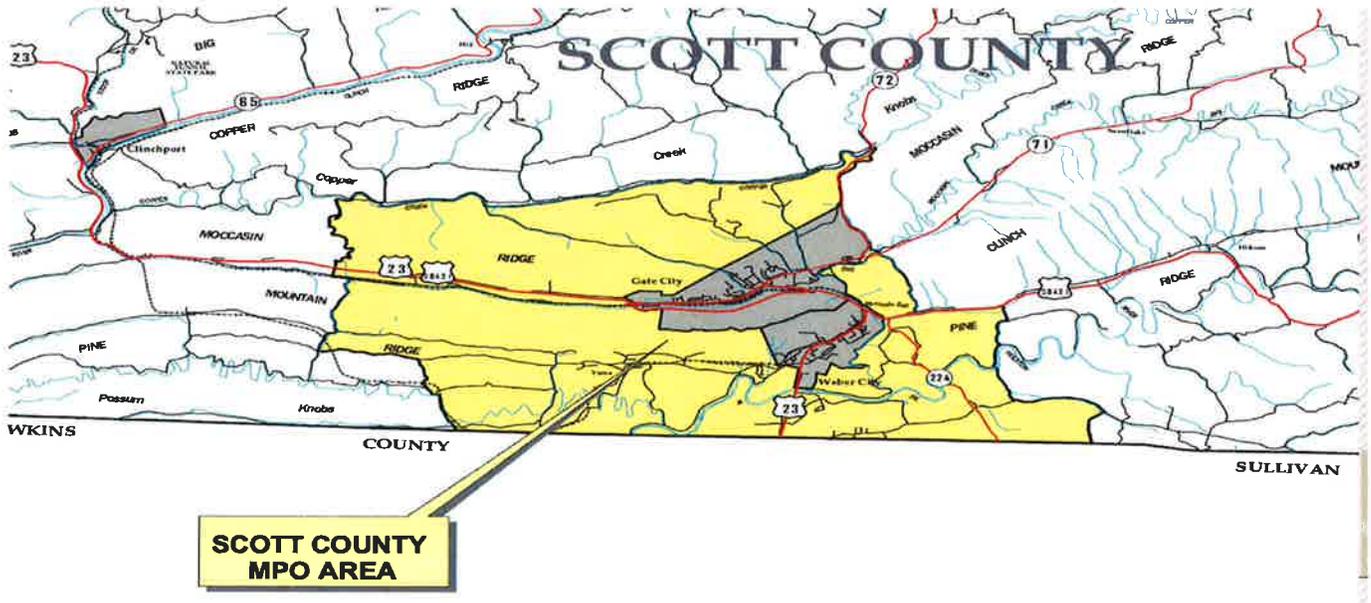
Item 7 - Virginia TIP Amendment

Virginia Grouping #7



See Appendix A for Project Details

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal - STP/F		\$1,333,666	\$1,102,821	\$1,011,809	\$1,061,050
MPO Note						



Item 7 - Virginia TIP Amendment

Appendix A

Projects by Grouping

Kingsport MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	Scott County 86598 SBL & NBL 23 over N Fork Holston River Va struc 1003 & 1108 FROM: SBL/NBL 23 over N Fork Holston River Va struc 1003/1108 TO: SBL/NBL 23 over N Fork Holston River Va struc 1003/1108 (0.1000 MI)	ROUTE 23 (0023)	\$11,773,595
Secondary	Bristol District-wide 92753 ARRA Bridge Design-Build Contract	BRDG	\$5,321,105
Secondary	Scott County 86594 Gate Road over Big Moccasin Creek Va struc 6102 FROM: .05 Miles from Rte. 613 TO: 1.25 Miles to Rte. 71	GATE ROAD (0687)	\$873,292
Secondary	Scott County 103500 Bridge (Fed Id 16815) Rte. 671 Over Valley Creek FROM: .60 to Route 678 TO: .05 from Route 679 (0.0500 MI)	ROUTE 671 - VALLEY CREEK ROAD (0671)	\$793,374
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total			\$18,761,366

Construction : Safety/ITS/Operational Improvements

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	Scott County 104669 US 23 - Install Rumble Strips on Existing Paved Shoulders FROM: Bus US 23 East of Gate City TO: Route 629 (10.0000 MI)	DANIEL BOONE HERITAGE HWY (0023)	\$305,581
Primary	Scott County 104189 Safety Improvements-Rte. 224 (Phase II-remove curve) FROM: 0.40 Mi. S. Int. Rte. 614 TO: 0.07 Mi. S. Int. rte. 614 (0.3300 MI)	WADLOW GAP HWY (0224)	\$6,650,000
Secondary	Scott County 293 RTE 614 - RECONSTRUCTION FROM: 0.05 Mi. W. Int. Route 713 TO: 0.03 Mi. E. Route 867 WEST (0.7800 MI)	YUMA ROAD (0614)	\$5,093,721

Item 7 - Virginia TIP Amendment

Appendix A

Projects by Grouping

Construction : Safety/ITS/Operational Improvements Total \$12,049,302

Construction : Transportation Enhancement/Byway/Non-Traditional

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	Scott County	EN09	\$403,750
	94259 Restoration of Bush Mill		

Construction : Transportation Enhancement/Byway/Non-Traditional Total \$403,750

Maintenance : Preventive Maintenance and System Preservation

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	Bristol District-wide	0000	\$0
	T14707 STIP-MN Bristol: Preventive MN and System Preservation		

Maintenance : Preventive Maintenance and System Preservation Total \$0

Maintenance : Preventive Maintenance for Bridges

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	Bristol District-wide	0000	\$0
	T14706 STIP-MN Bristol: Preventive MN for Bridges		

Maintenance : Preventive Maintenance for Bridges Total \$0

Maintenance : Traffic and Safety Operations

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	Bristol District-wide	0000	\$0
	T14705 STIP-MN Bristol: Traffic and Safety Operations		

Maintenance : Traffic and Safety Operations Total \$0

Kingsport MPO Total \$31,214,418



TIP #	L-STP-5	TDOT PIN# / VA UPC#	TB Assigned	Priority		Lead Agency	City of Kingsport
County	Sullivan	Length	N/A	LRTP#	Consistent w/ LRTP	Conformity Status	N/A
Route/Project Name	Signalization of Intersection of State Route 126 with Island Road					Total Project Cost	\$360,000
Termini or Intersection	Intersection of State Route 126 (Memorial Boulevard) with Island Road						
Project Description	Installation of new 4-way traffic signal and associated equipment plus improvements to lane configuration that coordinates with new signal design - at intersection of SR 126 with Island Road						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	\$360,000	\$330,000	\$30,000	\$0
FY 15						
FY 16						
FY 17						

Remarks	Amendment Number		Adjustment Number	1
Tip Adjustment 4/2/14 Changed funding source to eliminate local funding per state rt.				





TIP #	L-STP-5	TDOT PIN# / VA UPC#	TB Assigned	Priority		Lead Agency	City of Kingsport
County	Sullivan	Length	N/A	LRTP#	Consistent w/ LRTP	Conformity Status	N/A
Route/Project Name	Signalization of Intersection of State Route 126 with Island Road					Total Project Cost	\$360,000
Termini or Intersection	Intersection of State Route 126 (Memorial Boulevard) with Island Road						
Project Description	Installation of new 4-way traffic signal and associated equipment plus improvements to lane configuration that coordinates with new signal design - at intersection of SR 126 with Island Road						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	\$360,000	\$165,000	\$15,000	\$180,000
FY 15						
FY 16						
FY 17						

Remarks	Amendment Number	Adjustment Number



ITEM 9 Wilcox Drive TIP Adjustment



TIP #	L-STP-4	TDOT PIN# / VA UPC#	Group	Priority		Lead Agency	Various
County	Kpt./Hawk./Sull.	Length	N/A	LRTP#	Consistent w/ LRTP	Conformity Status	N/A
Route/Project Name	Non-Motorized / Active Transportation Solutions Grouping					Total Project Cost	\$1,026,000
Termini or Intersection	Various locations in Sullivan and Hawkins County						
Project Description	Facilities, programs, and planning initiatives for non-motorized transportation alternatives. Projects to be implemented from this program come from the Regional Bicycle and Pedestrian Plan and those supportive of the LRTP's goals and objectives.						

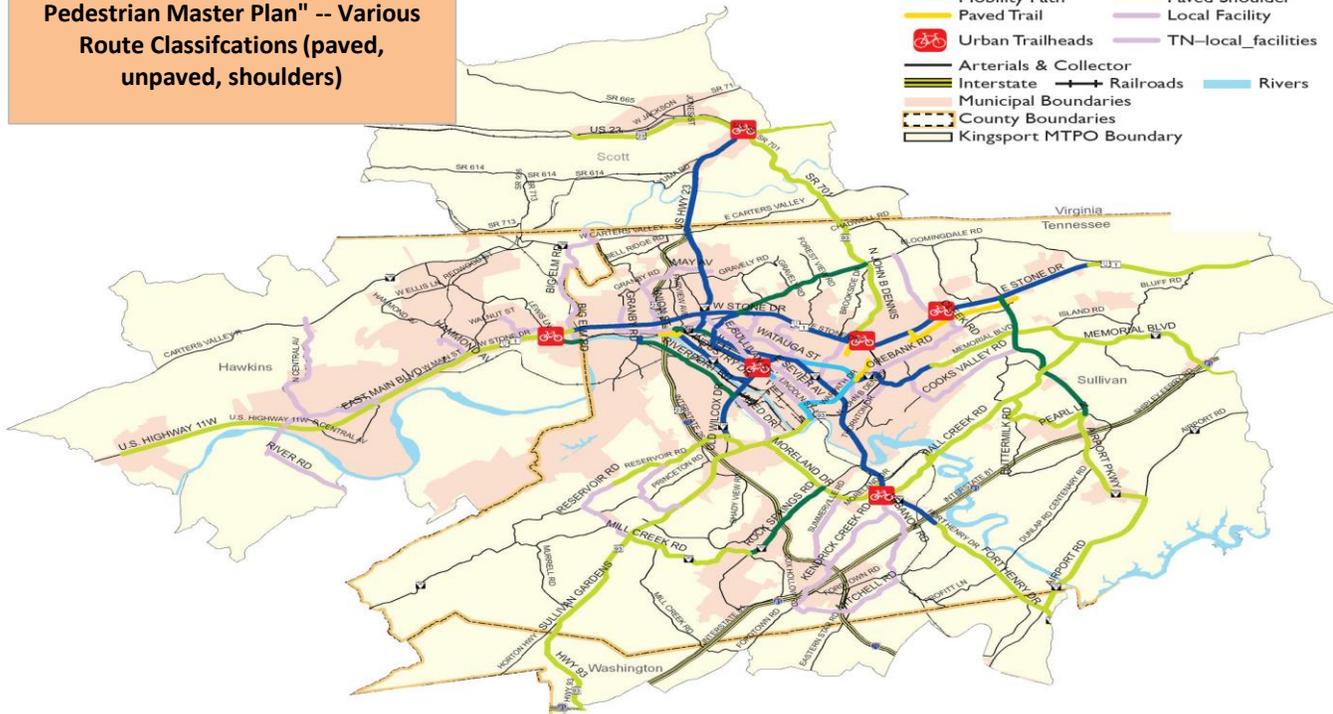
Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	\$726,000	\$580,800	\$145,200	\$0
FY 15	PE, ROW, CONST	L-STP	\$100,000	\$80,000	\$0	\$20,000
FY 16	PE, ROW, CONST	L-STP	\$100,000	\$80,000	\$0	\$20,000
FY 17	PE, ROW, CONST	L-STP	\$100,000	\$80,000	\$0	\$20,000

Remarks	Amendment Number	Adjustment Number
<p>FY 14 will include mobility path along Wilcox Drive that can serve pedestrian traffic and bicyclists along State Route 126.</p> <p>As part of the LRTP, projects focusing on pedestrian and bicycling and any other non-motorized travel are included. This TIP grouping provides funding for long-range plan projects, including bike/ped pathways or mobility paths, as well as multi-modal programs and projects</p>		

"Kingsport Area Bicycle and Pedestrian Master Plan" -- Various Route Classifications (paved, unpaved, shoulders)

Legend - 2035 Long Range Transportation Plan

- Bike Lane
- Mobility Path
- Paved Trail
- Urban Trailheads
- Arterials & Collector
- Interstate
- Railroads
- Municipal Boundaries
- County Boundaries
- Kingsport MTPO Boundary
- Shared Lane
- Paved Shoulder
- Local Facility
- TN-Local_facilities
- Rivers





TIP #	L-STP-4	TDOT PIN# / VA UPC#	Group	Priority		Lead Agency	Various
County	Kpt./Hawk./Sull.	Length	N/A	LRTP#	Consistent w/ LRTP	Conformity Status	N/A
Route/Project Name	Non-Mortorized / Active Transportation Solutions Grouping					Total Project Cost	\$1,026,000
Termini or Intersection	Various locations lin Sullivan and Hawkins County						
Project Description	Facilities, programs, and planning initiatives for non-motorized transportation alternatives. Projects to be implemented from this program come from the Regional Bicycle and Pedestrian Plan and those supportive of the LRTP's goals and objectives.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE, ROW, CONST	L-STP	\$726,000	\$580,800	\$0	\$145,200
FY 15	PE, ROW, CONST	L-STP	\$100,000	\$80,000	\$0	\$20,000
FY 16	PE, ROW, CONST	L-STP	\$100,000	\$80,000	\$0	\$20,000
FY 17	PE, ROW, CONST	L-STP	\$100,000	\$80,000	\$0	\$20,000

Remarks	Amendment Number	Adjustment Number
<p>FY 14 will include mobility path along Wilcox Drive that can serve pedestrian traffic and bicyclists along State Route 126.</p> <p>As part of the LRTP, projects focusing on pedestian and bicycling and any other non-motorized travel are included. This TIP grouping provides funding for long-range plan projects, including bike/ped pathways or mobility paths, as well as multi-modal programs and projects</p>		

