January 21, 2021

To: MPO Executive Board and Staff

From: Rex Montgomery
Transportation Planning Manager

Subject: Executive Board Meeting – February 4, 2021

The Bristol Metropolitan Planning Organization (MPO) will meet electronically on Thursday, February 4 at 10:00 A.M. For your review, please find enclosed the agenda packet.

The MPO meeting will be held electronically with Executive Board members not physically present in one location. Executive Board members and meeting participants will receive a ZOOM meeting invitation prior to the meeting date. The meeting will also be broadcast live at www.youtube.com/user/WatchBTNTV, BTES Channel 16, and Charter Spectrum Channel 192. Additional information on how to provide public comment is available at www.bristoltn.org/1420/COVID-19-Updates.

If you have any questions or comments, please contact me at rmontgomery@bristoltn.org or 423-989-5519.

Rex L. Montgomery

Enclosures
1. Call to Order

2. Roll Call

3. Necessity for Conducting Electronic Meeting

4. Election of Officers

   [Executive Board By-Laws Article V-Organization] The Executive Board shall elect a Chairman and Vice-Chairman from its membership. Election of officers shall take place on the first meeting of the calendar year and the term of office shall be two years or until such time new officers are elected. An officer may serve successive terms, with no limitation to the number of terms.

5. Approval of Minutes of August 6, 2020

6. Comments from the Public

7. Adoption of Safety Performance Targets
   
   TDOT Resolution 21-01
   VDOT Resolution 21-02

8. Adjustment of Performance Targets for Infrastructure Condition and System Performance
   
   TDOT Resolution 21-03
   VDOT Resolution 21-04

9. Adoption of Transit Agency Safety Plans and Performance Targets
   
   TDOT Resolution 21-05
   DRPT Resolution 21-06

10. Other Matters
    a) MPO Updates
    b) Federal Updates (FHWA/FTA)
    c) State Updates (TDOT/VDOT)

11. Adjournment
NOTICE: THE AUGUST 6, 2020 BRISTOL MPO EXECUTIVE BOARD MEETING WAS CONDUCTED ELECTRONICALLY (NO PHYSICAL LOCATION). THE MEETING WAS BROADCAST LIVE ON YOUTUBE AND BTN-TV AND PUBLIC COMMENT WAS AVAILABLE BY THE USE OF VIDEO CONFERENCING.

Board Members Present:

Bill Sorah - Bristol, Tennessee
Ambre Torbett - Sullivan County, Tennessee
Supervisor Phillip McCall - Washington County, Virginia
Jason Boswell - Town of Abingdon, Virginia
Ronda Sawyer - Tennessee Department of Transportation
Blake Ailor - Virginia Department of Transportation

Members Absent:

Bristol, Virginia

Others Present:

Rex Montgomery  Tim Beavers  David Metzger  Stacy Morrison
Mike Russell     Sean Santalla   Pam Kordenbrock  Preston Elliott
Troy Ebbert      Katie Schwing   Randy Dobson

Item 1 – Call to Order

MPO Chairman Ambre Torbett call the meeting to order at 10:00 a.m., August 6, 2020.

Item 2 - Roll Call:

Rex Montgomery, Secretary to the MPO Executive Board, conducted roll call. A Quorum of members were present.

Item 3 – Discussion of Necessity for Conducting Electronic Meeting

Rex Montgomery read the following statement:

Tennessee Executive Order No. 51 and Virginia House Bill 29 suspended State Law in reference to open meetings to the extent necessary to allow governing bodies to conduct their essential business by electronic means, rather than being required to gather a quorum of members physically in the same location. The Governing body should make a determination that meeting electronically is necessary to protect the health, safety and welfare for all concerned in light of the COVID-19 outbreak. At this time it
would be appropriate for the members to discuss whether they believe that meeting electronically is necessary, and vote accordingly. If the members do not agree that meeting electronically is appropriate at this time, then this meeting should be adjourned until such time as the members can meet in person.

Rex Montgomery called the roll with YES indicating concurrence that an electronic meeting was necessary for the health, safety, and welfare of all concerned.

Ms. Sawyer [YES]; Mr. Ailor [YES]; Mr. Sorah [YES]; Supervisor McCall [YES]; Mr. Boswell [YES]; Chairman Torbett [YES].

**Item 4 – Approval of Minutes:**

Ms. Sawyer moved to adopt the minutes of June 4, 2020 as submitted; seconded by Mr. Sorah.

There being no discussion, Rex Montgomery called the roll: Ms. Sawyer [YES]; Mr. Ailor [YES]; Mr. Sorah [YES]; Supervisor McCall [YES]; Mr. Boswell [ABSTAIN]; Chairman Torbett [YES]. Motion carried unanimously.

**Item 5 - Comments from the Public:** None.

**Item 6 – Amendment #4 to the FY 2020-2023 Transportation Improvement Program:**

Presenter: Rex Montgomery.

The Virginia Department of Transportation has requested amending the TIP groupings *Preventative Maintenance and System Preservation*, and, *Preventative Maintenance for Bridges* to increase the funding obligations for Federal Fiscal Year 2020. $27,786,419 National Highway Performance Program funds are being added to *Preventative Maintenance and System Preservation*. $6,700,773 National Highway Performance Program funds are being added to *Preventative Maintenance for Bridges*.

Supervisor McCall moved to adopt Resolution 20-08, approving Amendment #4 to the FY 2020-2023 Transportation Improvement Program; seconded by Mr. Ailor.

There being no discussion, Rex Montgomery called the roll: Ms. Sawyer [YES]; Mr. Ailor [YES]; Mr. Sorah [YES]; Supervisor McCall [YES]; Mr. Boswell [ABSTAIN]; Chairman Torbett [YES]. Motion carried unanimously.

**Item 7 – Other Matters**

- Preston Elliott, TDOT Deputy Commissioner of Bureau of Environment and Planning, introduced himself to the MPO members and provided an update on the department and current grant opportunities.
- Pam Kordenbrock, with the Tennessee Division of the Federal Highway Administration, provided an update on Federal topics including the upcoming [September 30] expiration of the FAST Act and
potential continuing resolutions. Discussion included the status of Census 2020 and concerns a low-response rate may result from COVID-19.

- Katie Schwing, VDOT, provided an update on VTrans. The MPO’s input will be requested to prioritize the identified needs to date. This information will be available at the end of August via the VTrans website.
- Mike Russell, TDOT, provide a project update. The ITS expansion on Interstate 81 is in the environmental phase. The project for improved access between US 11E and State Route 1 (North-South connector) is beginning the NEPA phase. Discussion included if this project could be phased to expedite the northern section near Pinnacle Parkway. It was indicated this may be possible for the construction phase.
- The next Executive Board meeting is scheduled for November 5, 2020.

**Item 8 - Adjournment:**

Mr. Sorah moved to adjourn the meeting; seconded by Ms. Sawyer. There being no further business to discuss, meeting was adjourned.
Agenda Item 7

BRISTOL TENNESSEE / VIRGINIA URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Meeting Date: February 4, 2021

Agenda Item 7: Adoption of Safety Performance Targets

TDOT Resolution 21-01
VDOT Resolution 21-02

Summary: In reference to performance-based planning and programming, Federal regulations require the State DOT and MPOs to define and maintain targets for Safety Performance Measures. The safety performance targets must be reported annually as part of each state’s Highway Safety Improvement Program and reflect the most recent 5-years of safety data (5-year rolling average).

For Safety Performance Measures, numerical targets are defined by the State DOT for: 1) number of fatalities, 2) number of serious injuries, 3) fatality rate, 4) serious injury rate, and 5) number of non-motorized fatalities and serious injuries. Both the Tennessee Department of Transportation and Virginia Department of Transportation have submitted 2021 safety performance targets to the Federal Highway Administration as part of their Highway Safety Improvement Program. Subsequently, the MPO has 180 days after the State sets performance targets to either adopt the State’s performance targets or establish their own targets.

Due to the technical documentation and administrative requirements for the MPO to develop and maintain performance targets independent from the State DOT, the Bristol MPO has annually supported the State DOT targets. In addition, because Bristol is a multi-state MPO, separate performance targets are adopted for each State DOT pertinent to each State’s portion of the Metropolitan Planning Area.

Recommendation: Staff recommends adopting the 2021 safety performance targets established by the Tennessee Department of Transportation (Resolution 21-01) and Virginia Department of Transportation (Resolution 21-02)
Adoption of DOT Safety Performance Targets

Resolution 21-01
MPO Resolution 21-01

A Resolution to Support the 2021 Safety Performance Measure Targets for the
Tennessee Department of Transportation

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act that mandated the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the National Performance Management Measures (23 CFR Part 490) require State DOTs and MPOs to set targets for five safety performance measures identified as 1) number of fatalities, 2) number of serious injuries, 3) fatality rate, 4) serious injury rate, and 5) number of non-motorized fatalities and serious injuries; and

WHEREAS, the Tennessee Department of Transportation has submitted 2021 targets for safety performance measures to the Federal Highway Administration with the State Highway Safety Improvement Program Annual Report; and

WHEREAS, MPOs have 180 days following the State’s reporting of targets to FHWA to establish their own quantifiable performance targets or support the State’s safety performance targets; and

WHEREAS, the Bristol MPO recommends adoption of the Tennessee Department of Transportation’s 2021 safety performance targets for the Tennessee portion of the Metropolitan Planning Area.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the 2021 safety performance targets established by the Tennessee Department of Transportation (Attachment A).

BE IT FURTHER RESOLVED the MPO agrees to plan and program projects to contribute toward achieving those targets.

____________________________
Executive Board

____________________________
Date

____________________________
Secretary
**TDOT Safety Target Reporting (2020)**

Please find attached a copy of the 2017-2021 PM1 Safety Performance targets TDOT submitted in the Highway Safety Improvement Program (HSIP) for 2020. The targets have been reviewed and approved by TDOT executive leaders and the Tennessee Highway Safety Office (THSO).

THSO submitted the FFY21 Highway Safety Plan (HSP) on July 1, 2020. The submittal included the targets for the three common measures that TDOT and THSO share per the final rule. Those measures are number of fatalities, fatality rate, and number of serious injuries.

Official reporting of all 5 PM1 targets by TDOT occurred through the Highway Safety Improvement Program in August 2020.

Additionally, TDOT provided the following information in the HSIP regarding baseline data.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>962</td>
<td>1,037</td>
<td>1,024</td>
<td>1,041</td>
<td>1,135</td>
<td>1,039.8</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>7,613</td>
<td>7,595</td>
<td>7,126</td>
<td>5,742</td>
<td>5,553</td>
<td>6,725.8</td>
</tr>
<tr>
<td>Fatality Rate (per HMVMT)</td>
<td>1.280</td>
<td>1.351</td>
<td>1.250</td>
<td>1.260</td>
<td>1.370</td>
<td>1.302</td>
</tr>
<tr>
<td>Serious Injury Rate (per HMVMT)</td>
<td>10.110</td>
<td>9.880</td>
<td>8.660</td>
<td>6.960</td>
<td>6.700</td>
<td>8.462</td>
</tr>
<tr>
<td>Number of non-motorized fatalities</td>
<td>120</td>
<td>114</td>
<td>137</td>
<td>149</td>
<td>158</td>
<td></td>
</tr>
<tr>
<td>Number of non-motorized serious injuries</td>
<td>385</td>
<td>382</td>
<td>415</td>
<td>352</td>
<td>345</td>
<td></td>
</tr>
<tr>
<td>Number of non-motorized fatalities and serious injuries combined</td>
<td>505</td>
<td>496</td>
<td>552</td>
<td>501</td>
<td>503</td>
<td>511.4</td>
</tr>
</tbody>
</table>

*The Federal Highway Administration (FHWA) is responsible for calculating baselines. This table identifies baselines TDOT anticipates will be published by FHWA at their [State Performance Dashboard and Reports](https://www.fhwa.dot.gov/stateresults/) webpage.

Please note that this table reflects only what TDOT has submitted in the annual HSIP. TDOT reports only annual data in the HSIP and only those areas in blue are reported. Update cycles and data sources may vary from those identified for use in the PM1 Final Rule. Because baseline data is still preliminary at the time of reporting to FHWA, TDOT does not anticipate these will be the actual baselines used to assess the state’s performance in December 2022.
**TDOT Safety Performance Targets**
Calendar Year 2021 Targets

**PM1 – Safety Performance**

<table>
<thead>
<tr>
<th>Measure</th>
<th>2015-2019 Baseline</th>
<th>2017-2021 Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>1,039.8</td>
<td>1,078.8</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.302</td>
<td>1.355</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>6,725.8</td>
<td>6,227.1</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>8.462</td>
<td>8.394</td>
</tr>
<tr>
<td>Combined Number of Non-Motorist Serious Injuries and Fatalities</td>
<td>511.4</td>
<td>521.0</td>
</tr>
</tbody>
</table>
Adoption of VDOT Safety Performance Targets

Resolution 21-02
MPO Resolution 21-02

A Resolution to Support the 2021 Safety Performance Measure Targets for the Virginia Department of Transportation

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act that mandated the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the National Performance Management Measures (23 CFR Part 490) require State DOTs and MPOs to set targets for five safety performance measures identified as 1) number of fatalities, 2) number of serious injuries, 3) fatality rate, 4) serious injury rate, and 5) number of non-motorized fatalities and serious injuries; and

WHEREAS, the Virginia Department of Transportation has submitted 2021 targets for safety performance measures to the Federal Highway Administration with the State Highway Safety Improvement Program Annual Report; and

WHEREAS, MPOs have 180 days following the State’s reporting of targets to FHWA to establish their own quantifiable performance targets or support the State’s safety performance targets; and

WHEREAS, the Bristol MPO recommends adoption of the Virginia Department of Transportation’s 2021 safety performance targets for the Virginia portion of the Metropolitan Planning Area.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the 2021 safety performance targets established by the Virginia Department of Transportation (Attachment A).

BE IT FURTHER RESOLVED the Bristol MPO agrees to plan and program projects to contribute toward achieving those targets.

________________________________________
Executive Board

________________________________________
Date

________________________________________
Secretary
February 4, 2021

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Engineering Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

The *Bristol Tennessee-Virginia Metropolitan Planning Organization* submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT statewide annual goal percent change, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

**Future Target Annual Percent Changes**

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO’s plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

<table>
<thead>
<tr>
<th>Target Description</th>
<th>*Statewide Annual Goal Percent Change</th>
<th>MPO Adoption of Statewide Goal (Yes/No)</th>
<th>If No, Enter MPO Annual Goal Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>+3.2%</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>-1.46%</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>-0.08%</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT)</td>
<td>+1.07%</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

*A positive value represents an increase and a negative value represents a reduction in five-year averages each year from 2019 to 2021.*
2021 Safety Performance Targets (State-Wide)

The following five-year average target values were calculated using the State-Wide annual goal percent changes or other methodology:

<table>
<thead>
<tr>
<th>Target Description</th>
<th>Target Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>898</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.012</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>7,385</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>8.325</td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>750</td>
</tr>
</tbody>
</table>

2021 Safety Performance Targets (MPO)

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

<table>
<thead>
<tr>
<th>Target Description</th>
<th>Target Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>3</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>0.472</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>57</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>8.674</td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>0</td>
</tr>
</tbody>
</table>

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2021 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on February 27, 2021.

For questions or comments, please contact me at rmontgomery@bristoltn.org or 423-989-5519.

Respectfully,

Rex L. Montgomery
Transportation Planning Manager
Agenda Item 8

BRISTOL TENNESSEE / VIRGINIA URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Meeting Date: February 4, 2021

**Agenda Item 8:** Adjustment of Targets for Infrastructure Condition and System Performance  
*TDOT Resolution 21-03*  
*VDOT Resolution 21-04*

**Summary:** A key feature of the Moving Ahead for Progress in the 21st Century (MAP-21) was the implementation of performance-based planning and programming. As part of this process, State DOTs and MPOs were required to establish baseline data and adopt performance targets for Infrastructure Condition (pavement and bridge conditions), and System Performance (travel time reliability). In response to this requirement, the MPO adopted the 4-year targets established by the Tennessee and Virginia DOTs for Infrastructure Condition and System Performance at the November 8, 2018 Executive Board meeting.

State DOTs have the opportunity to adjust their 4-year targets with the submittal of their *State Biennial Performance Report* (i.e. *Mid Performance Period Progress Report*). This adjustment allows the State DOT to address changes they could not have foreseen in the initial establishment of 4-year targets. Both Tennessee and Virginia have submitted their *State Biennial Performance Report* to the Federal Highway Administration with the following adjustments. The MPO has 180 days after the State has adjusted performance targets to concur with the State’s adjustments or establish their own targets.

Adjustments to the Tennessee Performance Targets (TDOT Attachment A):
- Percent of Non-Interstate NHS in Poor Condition
- Truck Travel Time Reliability Index

Adjustments to the Virginia Performance Targets (VDOT Attachment A):
- Percent of NHS Bridges by Deck Area in Good Condition

**Recommendation:** Because Bristol is a multi-state MPO, separate performance targets are adopted for each State DOT pertinent to each State’s portion of the Metropolitan Planning Area. Staff recommends adopting the performance targets for Infrastructure Condition and System Performance established by the Tennessee Department of Transportation (Resolution 21-03) and Virginia Department of Transportation (Resolution 21-04)
Adjustment of Targets for Infrastructure Condition and System Performance

Resolution 21-03
MPO Resolution 21-03

A Resolution to Support the Performance Measure Targets established by the Tennessee Department of Transportation for Infrastructure Condition and System Performance

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act, which required the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the National Performance Management Measures (23 CFR Part 490) require State DOTs and MPOs to set performance targets for Infrastructure Condition and System Performance; and

WHEREAS, the Tennessee Department of Transportation has established performance targets for Infrastructure Condition [to assess pavement and bridge conditions] and System Performance [to assess the performance of Interstate and non-interstate National Highway System roads], and

WHEREAS, the Bristol Tennessee/Virginia Metropolitan Planning Organization adopted the State performance targets for Infrastructure Condition and System Performance on November 8, 2018, and

WHEREAS, the Tennessee 2020 Mid Performance Period Progress Report adjusted the 4-year targets for “percent of non-interstate National Highway System pavement in poor condition”, and “truck travel time reliability index”, and

WHEREAS, MPOs have 180 days following the reporting of State performance targets to FHWA to make a decision regarding whether to support the State’s performance targets or commit to their own quantifiable performance targets; and

WHEREAS, the Bristol MPO recommends adoption of State’s performance targets and adjustments for Infrastructure Condition and System Performance.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the performance targets established by the Tennessee Department of Transportation for Infrastructure Condition and System Performance targets (Attachment A).

BE IT FURTHER RESOLVED the MPO agrees to plan and program projects to contribute toward achieving those targets.

________________________________________
Executive Board

________________________________________
Date

________________________________________
Secretary
## TDOT Biennial Performance Report for Performance Period 2018-2021
### Summary of Performance Measures and Targets

<table>
<thead>
<tr>
<th>Pavement Performance Measures</th>
<th>Baseline</th>
<th>2-Year Condition/Performance</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>4-Year Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Pavements of the Interstate System in Good Condition</td>
<td>71.5%</td>
<td>60.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Interstate System in Poor Condition</td>
<td>0.3%</td>
<td>1.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non-Interstate NHS in Good Condition</td>
<td>72.7%</td>
<td>70.6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)</td>
<td>41.6%</td>
<td>42.0%</td>
<td>40.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non-Interstate NHS in Poor Condition</td>
<td>6.7%</td>
<td>7.6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)</td>
<td>4.0%</td>
<td>4.0%</td>
<td>4.0%</td>
<td>5.0%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bridge Performance Measures</th>
<th>Baseline</th>
<th>2-Year Condition/Performance</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>4-Year Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of NHS Bridges Classified as in Good Condition</td>
<td>39.5%</td>
<td>35.1%</td>
<td>36.0%</td>
<td>36.0%</td>
<td></td>
</tr>
<tr>
<td>Percentage of NHS Bridges Classified as in Poor Condition</td>
<td>3.5%</td>
<td>4.1%</td>
<td>6.0%</td>
<td>6.0%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>System Performance Measures</th>
<th>Baseline</th>
<th>2-Year Condition/Performance</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>4-Year Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of the Person-Miles Traveled on the Interstate That Are Reliable</td>
<td>87.7%</td>
<td>88.2%</td>
<td>85.3%</td>
<td>83.0%</td>
<td></td>
</tr>
<tr>
<td>Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable</td>
<td>89.4%</td>
<td>87.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Travel Time Reliability (TTTR) Index</td>
<td>1.35</td>
<td>1.35</td>
<td>1.35</td>
<td>1.33</td>
<td>1.37</td>
</tr>
</tbody>
</table>

*Source: Tennessee Mid Performance Period Progress Report 2020*
Adjustment of Targets for Infrastructure Condition and System Performance

Resolution 21-04
MPO Resolution 21-04

A Resolution to Support the Performance Measure Targets established by the Virginia Department of Transportation for Infrastructure Condition and System Performance

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act, which required the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the National Performance Management Measures (23 CFR Part 490) require State DOTs and MPOs to set performance targets for Infrastructure Condition and System Performance; and

WHEREAS, the Virginia Department of Transportation has established performance targets for Infrastructure Condition [to assess pavement and bridge conditions] and System Performance [to assess the performance of Interstate and non-interstate National Highway System roads], and

WHEREAS, the Bristol Tennessee/Virginia Metropolitan Planning Organization adopted the State performance targets for Infrastructure Condition and System Performance on November 8, 2018, and

WHEREAS, the Virginia 2020 Mid Performance Period Progress Report adjusted the 4-year target for “percent of National Highway System bridges in good condition”, and

WHEREAS, MPOs have 180 days following the reporting of State performance targets to FHWA to make a decision regarding whether to support the State’s performance targets or commit to their own quantifiable performance targets; and

WHEREAS, the Bristol MPO recommends adoption of State’s performance targets and adjustments for Infrastructure Condition and System Performance.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the performance targets established by the Virginia Department of Transportation for Infrastructure Condition and System Performance targets (Attachment A).

BE IT FURTHER RESOLVED the MPO agrees to plan and program projects to contribute toward achieving those targets.

____________________________
Executive Board

____________________________
Date

____________________________
Secretary
# VDOT Biennial Performance Report for Performance Period 2018-2021

## Summary of Performance Measures and Targets

<table>
<thead>
<tr>
<th>Pavement Performance Measures</th>
<th>Baseline</th>
<th>2-Year Condition/Performance</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>4-Year Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Pavements of the Interstate System in Good Condition</td>
<td>57.9%</td>
<td>45.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Interstate System in Poor Condition</td>
<td>0.3%</td>
<td>3.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non- Interstate NHS in Good Condition</td>
<td>54.5%</td>
<td>54.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non- Interstate NHS in Good Condition (Full Distress + IRI)</td>
<td>36.7%</td>
<td>25.0%</td>
<td>25.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non- Interstate NHS in Poor Condition</td>
<td>9.1%</td>
<td>8.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Pavements of the Non- Interstate NHS in Poor Condition (Full Distress + IRI)</td>
<td>0.9%</td>
<td>5.0%</td>
<td>5.0%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bridge Performance Measures</th>
<th>Baseline</th>
<th>2-Year Condition/Performance</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>4-Year Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of NHS Bridges Classified as in Good Condition</td>
<td>33.6%</td>
<td>31.8%</td>
<td>33.5%</td>
<td>33.0%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Percentage of NHS Bridges Classified as in Poor Condition</td>
<td>3.5%</td>
<td>2.6%</td>
<td>3.5%</td>
<td>3.0%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>System Performance Measures</th>
<th>Baseline</th>
<th>2-Year Condition/Performance</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
<th>4-Year Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of the Person-Miles Traveled on the Interstate That Are Reliable</td>
<td>84.3%</td>
<td>83.6%</td>
<td>82.2%</td>
<td>82.0%</td>
<td></td>
</tr>
<tr>
<td>Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable</td>
<td>88.9%</td>
<td>82.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Travel Time Reliability (TTTR) Index</td>
<td>1.48</td>
<td>1.55</td>
<td>1.53</td>
<td>1.56</td>
<td></td>
</tr>
</tbody>
</table>

*Source: Virginia Mid Performance Period Progress Report 2020*
February 4, 2021

Margie Ray
Performance Measures Manager
Office of Intermodal Planning and Investment
1221 East Broad Street
Richmond, VA 23219

Dear Ms. Ray:

The Bristol Tennessee-Virginia Metropolitan Planning Organization submits this letter to the Office of Intermodal Planning and Investment (OIPI) to fulfill the requirements of the Federal Highway Administration’s (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance.

On September 16, 2020, the Commonwealth Transportation Board approved an adjustment to Virginia’s 4-year target for one federal performance measure: percentage of deck area of bridges in good condition (National Bridge Inventory (NBI) on the National Highway System (NHS)). The adjustment met federal requirements for target adjustments (23 CFR §490.107(b)(2)(E)).

MPOs have until March 15, 2021 (180 days from September 16, 2020) to “report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area” (23 CFR §490.105(f)(7)). By supporting the adjusted State target, we agree to plan and program projects to contribute toward achieving the State target.

This letter satisfies the federal requirement for MPOs to notify the state whether they intend to support the state’s adjusted target for the percentage of deck area of bridges in good condition (NBI on NHS) or set a new target for their region.

<table>
<thead>
<tr>
<th>Asset Condition Performance Measure</th>
<th>Established 4-year Target (2021)</th>
<th>Adjusted 4-year Target (2021)</th>
<th>Support Adjusted State Target</th>
<th>Set New Target for Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)</td>
<td>33.0%</td>
<td>30.5%</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request. For questions or comments, please contact me at rmontgomery@bristoltn.org or 423-989-5519.

Respectfully,

Rex L. Montgomery
Transportation Planning Manager
Agenda Item 8: Adoption of Public Transportation Agency Safety Targets  
TDOT Resolution 21-05  
DRPT/VDOT Resolution 21-06  

Summary: The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) requires recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement transit safety plans. The Tennessee Department of Transportation (TDOT) and Virginia Department of Rail and Public Transportation (DRPT) have both sponsored the PTASP on behalf of each state’s smaller transportation providers. The statewide plan(s) document Safety Management Systems, Safety Performance Targets, and Employee Reporting Programs for each of the participating agencies.

Public transportation agencies providing service within the Bristol MPO Metropolitan Planning Area participating in the statewide PTASP include:

- Bristol Tennessee Transit  
- First Tennessee Human Development Agency (NetTrans)  
- Bristol Virginia Transit  
- Virginia District 3 Governmental Cooperative (Mountain Lynx Transit)

As part of the PTASP requirements, transit agencies set safety performance targets based on the following safety performance measures FTA has established in the Nation Public Transportation Safety Plan:

- Fatalities – Total number of reportable fatalities and rate per total vehicle revenue miles.  
- Injuries – Total number of reportable injuries and rate per 100,000 vehicle revenue miles.  
- Safety Events – Total number of safety events and rate per 100,000 vehicle revenue miles.  
- System Reliability – Mean distance between major mechanical failures.

The MPO must reference the transit agency’s safety performance targets and plans within the MPO transportation improvement program (TIP) and long-range plan. The safety performance targets and performance-based plans establish investment priorities for the transit agency, and those investment priorities are carried forward within the MPO’s planning processes.

Recommendation: Staff recommends adopting the Statewide Public Transportation Agency Safety Plans and performance targets established by the Tennessee Department of Transportation (Resolution 21-05) and Virginia Department of Rail and Public Transportation (Resolution 21-06) for each transit agency providing public transportation within the MPO Metropolitan Planning Area.
Tennessee Statewide Public Transportation Agency Safety Plan

Resolution 21-05
MPO Resolution 21-05

A Resolution to Support the Tennessee Statewide Public Transportation Agency Safety Plan
and Safety Performance Targets

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act, which required the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the Public Transportation Agency Safety Plan (49 CFR Part 673) requires recipients of Federal Transit Administration funds to develop and implement transit agency safety plans; and

WHEREAS, the Tennessee Department of Transportation has sponsored the Public Transportation Agency Safety Plan (PTASP) on behalf of the state’s smaller (Tier II) public transportation providers including Bristol Tennessee Transit and NET Trans (First Tennessee Human Resource Agency), and

WHEREAS, the PTASP regulations require agencies to set targets for four safety performance measures identified as 1) the number and rate of fatalities, 2) the number and rate of injuries, 3) the number and rate of safety events, and 4) system reliability, and

WHEREAS, MPOs must reference the Public Transportation Agency Safety Plan and agency safety performance targets within the Transportation Improvement Program and Long-Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the Tennessee Statewide Public Transportation Agency Safety Plan and safety performance targets defined for local transit providers, Bristol Tennessee Transit and NET Trans (Attachment A).

BE IT FURTHER RESOLVED the MPO agrees to plan and program projects to contribute toward achieving those targets.

__________________________________________
Executive Board

__________________________________________
Date

__________________________________________
Secretary
## Tennessee Transit Agency Safety Performance Targets (2020)
*Bristol Tennessee/Virginia Metropolitan Planning Organization*

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>Bristol Tennessee Transit</th>
<th>NET Trans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rate of Fatalities per Total Vehicle Revenue Miles</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of Injuries</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Rate of Injuries per 100K Vehicle Revenue Miles</td>
<td>0.6</td>
<td>0.17</td>
</tr>
<tr>
<td>Number of Safety Event</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Rate of Safety Events per 100K Vehicle Revenue Miles</td>
<td>0.6</td>
<td>0.13</td>
</tr>
<tr>
<td>Miles between Major Mechanical Failures</td>
<td>55,476</td>
<td>262,162</td>
</tr>
</tbody>
</table>

*Source: Tennessee Statewide Public Transportation Agency Safety Plan 2020*
Virginia Statewide Public Transportation Agency Safety Plan

Resolution 21-06
MPO Resolution 21-06

A Resolution to Support the Virginia Statewide Public Transportation Agency Safety Plan and Safety Performance Targets

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act, which required the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the Public Transportation Agency Safety Plan (49 CFR Part 673) requires recipients of Federal Transit Administration funds to develop and implement transit agency safety plans; and

WHEREAS, the Virginia Department of Rail and Public Transportation has sponsored the Public Transportation Agency Safety Plan (PTASP) on behalf of the state’s smaller (Tier II) public transportation providers including Bristol Virginia Transit and Mountain Lynx Transit (District 3 Governmental Cooperative), and

WHEREAS, the PTASP regulations require agencies to set targets for four safety performance measures identified as 1) the number and rate of fatalities, 2) the number and rate of injuries, 3) the number and rate of safety events, and 4) system reliability, and

WHEREAS, MPOs must reference the Public Transportation Agency Safety Plan and agency safety performance targets within the Transportation Improvement Program and Long-Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the Virginia Statewide Public Transportation Agency Safety Plan and safety performance targets defined for local transit providers, Bristol Virginia Transit and Mountain Lynx Transit (Attachment A).

BE IT FURTHER RESOLVED the MPO agrees to plan and program projects to contribute toward achieving those targets.

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Executive Board

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Date

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Secretary
Virginia Transit Agency Safety Performance Targets (2020)
Bristol Tennessee/Virginia Metropolitan Planning Organization

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>Bristol Virginia Transit</th>
<th>Mountain Lynx Trans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rate of Fatalities per Total Vehicle Revenue Miles</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of Injuries</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Rate of Injuries per 100K Vehicle Revenue Miles</td>
<td>&lt;0.5</td>
<td>&lt;0.5</td>
</tr>
<tr>
<td>Number of Safety Event</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Rate of Safety Events per 100K Vehicle Revenue Miles</td>
<td>&lt;1</td>
<td>&lt;1</td>
</tr>
<tr>
<td>Miles between Major Mechanical Failures</td>
<td>80,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>

Source: Virginia Statewide Public Transportation Agency Safety Plan 2020