

**Bristol Urban Area  
Metropolitan Planning Organization  
August 9, 2018**

**Board Members Present:**

Bill Sorah - Bristol, Tennessee  
Vice-Mayor Kevin Wingard - Bristol, Virginia  
Ambre Torbett - Sullivan County, Tennessee  
Councilman Al Bradley - Abingdon, Virginia  
Supervisor Phillip McCall - Washington County, Virginia  
Michelle Christian - Tennessee Department of Transportation  
Blake Ailor - Virginia Department of Transportation

**Members Absent:** None

**Others Present:**

Rex Montgomery	Tim Beavers
Jason Carder	Kwabena Aboagye
Matt Bolick	Emily Wood
David Metzger	Troy Ebbert
Mike Russell	Rocky Warren

**Call to Order / Roll Call:**

A Quorum being present, Chairman Ambre Torbett called the meeting to order at 10:00 a.m., August 9, 2018, in the Ewell L. Easley Annex Building, Bristol, Tennessee.

**Approval of Minutes:**

Bill Sorah moved to adopt the minutes of May 3, 2018 as submitted; seconded by Michelle Christian; motion carried unanimously.

**Comments from the Public:** None

**Old Business:** None

## **New Business:**

### **Item A: Virginia Smart Scale Applications**

*[Presented by Rex Montgomery]* Applications for Smart Scale funding requires support from the MPO to document the project is included in, or consistent with, the Regional Long-Range Transportation Plan.

At the May 3rd MPO meeting the Executive Board endorsed several Smart Scale projects for Bristol, Abingdon, and Washington County. The Town of Abingdon has requested MPO endorsement for two additional project applications. These include intersection improvements at Hillman Highway and Old Eleven Drive, and intersection improvements at Russell Road and Poplar Street. The scope and proposed improvements for each project was discussed. Matt Bolick (Town of Abingdon) provided addition project information in response to questions.

There being no additional discussion, Bill Sorah moved to adopt Resolution 18-05 approving MPO endorsement of Virginia Smart Scale applications as presented; seconded by Councilman Bradley; motion carried unanimously.

### **Item B: Tennessee Multimodal Access Grant Endorsements**

*[Presented by Rex Montgomery]* The Multimodal Access Grant is a Tennessee Department of Transportation funded program to support non-traditional transportation projects such as bicycle and pedestrian facilities. Applications for the TDOT Multimodal Access Grant are due September 28 for FY 2018 funding. Projects located within an urbanized area require endorsement from the MPO.

Two projects are proposed for grant funding: 1) Sullivan County is requesting Multimodal Access Grant funding to provide pedestrian infrastructure improvements for sidewalks, signage, and crosswalks to connect various land uses within the Sullivan County Seat of Blountville. As proposed, the project also includes a roundabout at the intersection of SR 126 and Blountville Boulevard. 2) The Multimodal Access Grant for Bristol, Tennessee would include extension of the sidewalk system in the vicinity of Bristol Motor Speedway along the eastside of Highway 11E from Earhart East Campground entrance north to the Volunteer Baptist Church entrance.

Discussion incurred on the details of each project. There being no further questions, Bill Sorah moved to adopt Resolution 18-06, approving endorsement of the Multimodal Access Grant application for Sullivan County; seconded by Councilman Bradley; motion carried unanimously. Al Bradley moved to adopt Resolution 18-07, approving endorsement of the Multimodal Access Grant application for Bristol, Tennessee; seconded by Michelle Christian; motion carried unanimously.

### **Item C: Transit Asset Management Performance Targets**

*[Presented by Rex Montgomery]* The Federal Transit Administration (FTA) regulations require public transportation agencies to develop Transit Asset Management (TAM) plans to provide a systematic process for procuring, maintaining, and replacing capital assets. As part of the TAM process, transit agencies are required to define performance targets in reference to the State of Good Repair (SGR) for

transit assets (State of Good Repair is defined as the condition at which the capital asset is able to operate at a full level of performance and does not pose unacceptable safety risks for users). Assets are measured against Useful Life Benchmarks (ULB), which are the expected life cycle for transit vehicles, equipment, and facilities.

The performance targets defined by Bristol Tennessee Transit, NET Trans, Bristol Virginia Transit and Mountain Lynx Transit were presented to the Executive Board. MPOs must include these TAM performance targets in the transportation planning process (i.e. long-range transportation plan and transportation improvement program) by adopting the local transit agencies performance targets or developing an independent regional target for all transit agencies. MPO staff recommended adoption of the TAM performance targets as established by each transit agency.

Supervisor McCall moved to approve Resolution 18-08, adopting the TAM performance targets as defined by Bristol Tennessee Transit, NET Trans, Bristol Virginia Transit and Mountain Lynx Transit; seconded by Bill Sorah; motion carried unanimously.

#### Item D: Transportation Improvement Program Amendment #8

*[Presented by Rex Montgomery]* NET Trans (Northeast Tennessee Regional Public Transit) is owned and operated by the First Tennessee Human Resource Agency and provides rural public transportation for 8 counties in East Tennessee, including Sullivan County. In addition to the rural areas of Sullivan County, NET Trans also provides service to the urbanized areas of the county (These are areas defined by the Census Bureau as urban, but are geographically outside the municipal boundary of the City of Bristol).

In order for NET Trans to be eligible to provide service within the urbanized areas of Sullivan County they have been designated a direct recipient of FTA Urbanized Area (Section 5307) Formula funds. As such, Amendment #8 programs FTA Section 5307 urban area funding allocated to NET Trans in the MPO's Transportation Improvement Program. In addition, Amendment #8 includes FTA Section 5310 capital funds allocated to NET Trans for the purchase of one transit van.

In response to questions, it was noted the Section 5307 funding allocated to NET Trans did not impact Bristol Tennessee Transit's 5307 funding allocation. There being no discussion, Bill Sorah moved to adopt Resolution 18-09 approving Amendment #8 to the FY 2017-2020 Transportation Improvement Program; seconded by Michelle Christian; motion carried unanimously.

#### **Other Matters of Mutual Interest:**

##### Item A: Tennessee Public Chapter 659

Rex Montgomery provided the Executive Board information on the recently passed Tennessee legislation that requires the MPO policy board to include one voting member chosen in consultation with the Tennessee County Highway Officials Association. Due to the vague intent of this new legislation, TDOT has requested an opinion from the Attorney General on the interpretation of the law.

#### Item B: Performance Measures

Kwabena Aboagye provided an update on the next round of performance measures to be implemented in reference to the MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) requirements to establish a performance-based planning process. Both TDOT and VDOT have identified performance targets for infrastructure condition (PM2) and system performance (PM3). The MPO has 180 days from the State DOTs target setting date (May 20, 2018) to either support the state's performance targets for PM2 and PM3, or adopt their own targets. Performance measures for infrastructure condition (PM2) are in reference to the percent of pavement and bridges on the interstate and National Highway System rated in good/poor condition. Performance measures for system performance (PM3) are in reference to the percent of person-miles and freight-miles traveled on the Interstate and National Highway System that is reliable. Adoption of the performance targets for PM2 and PM3 will be presented at the next scheduled Executive Board meeting.

#### **Adjournment:**

There being no further business to discuss, the meeting was adjourned.