

BRISTOL TENNESSEE / VIRGINIA URBAN AREA
Metropolitan Planning Organization

February 14, 2023

D. Stacy Morrison
OCT Planning Manager
Long Range Planning Division
Office of Community Transportation
James K. Polk Bldg., 9th Floor
505 Deaderick St., Nashville, TN 37243

Dear Mr. Morrison,

The Bristol MPO is submitting a proposed amendment to the FY22-23 UPWP. This amendment is largely intended to clarify subtasks that have been performed by MPO staff but have not been explicitly listed in the UPWP. In addition, Bristol Virginia Transit has requested an amendment to the scope of task V (Multimodal Planning) to include a microtransit study to be performed by BVT starting July 2023. This amendment to the scope of task V is necessary for BVT to use 5303 funds to provide the matching funds for the DRPT technical assistance grant to conduct the study. No corresponding funding changes are needed to make this amendment.

Enclosed are the amended pages of the FY2022-2023 UPWP along with the Resolution signed by the Chair of the MPO Executive Board approving the amendment

If you have any questions or comments, please contact me by email at tgillenwater@bristoltn.org or by phone at (423) 989-5517.

Sincerely,

Tyler Gillenwater

Tyler Gillenwater
Bristol MPO

BRISTOL TENNESSEE / VIRGINIA URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

MPO Resolution 23-01

A Resolution Amending the Bristol Metropolitan Planning Organization Fiscal Years 2022-2023 Unified Planning Work Program

WHEREAS, a comprehensive cooperative and continuing transportation planning process is to be carried out in the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization; and

WHEREAS, under Federal Planning Guidelines MPOs are required to submit a Unified Planning Work Program (UPWP) that identifies the transportation planning projects and planning activities to be undertaken by local, regional, and or state agencies for the Bristol MPO Area for Fiscal Years 2022-2023; and

WHEREAS, the Fiscal Years 2022-2023 Unified Planning Work Program was adopted by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization and approved by the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, Amendment #1 to the Fiscal Years 2022-2023 UPWP adds subtasks to Task I: Program Administration and Task V: Multimodal Planning.


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

That Amendment #1 to the Fiscal Years 2022-2023 Unified Planning Work Program is hereby approved for the addition of subtasks to Task I and Task V.

RESOLUTION APPROVED:

Date: 2/9/23


Bristol MPO Executive Board Chair


Tyler Gillenwater, Secretary, Bristol MPO Staff

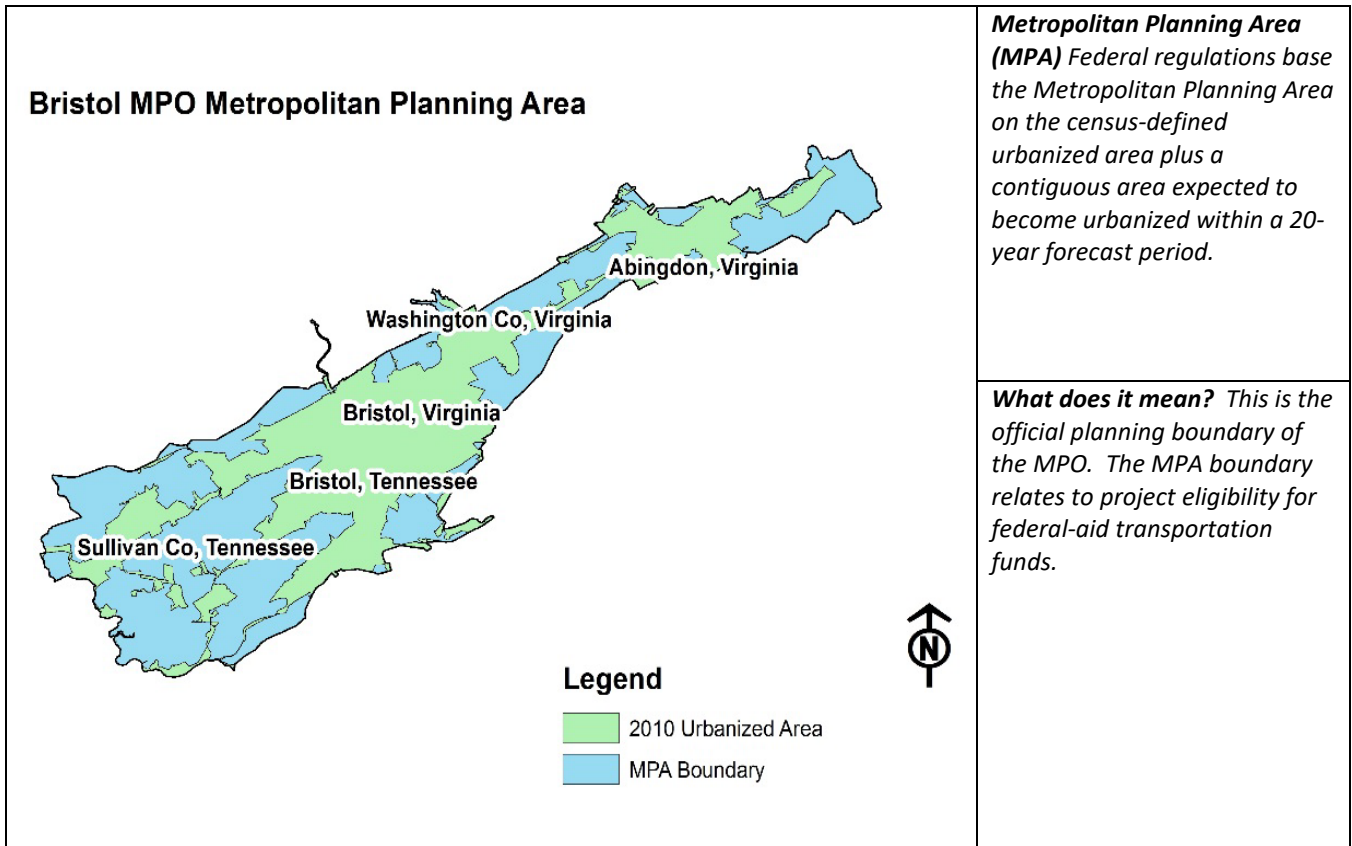
SECTION 1 - INTRODUCTION

The Fiscal Year (FY) 2022-2023 Unified Planning Work Program (UPWP) identifies and describes all transportation planning activities that will be carried out by the Bristol Tennessee-Virginia Urban Area Metropolitan Planning Organization (MPO) and its member governmental agencies for the referenced program period. The UPWP for FY 2022-2023 has been developed in cooperation with the State of Tennessee, Commonwealth of Virginia, local jurisdictions, and public transportation operators.

The program period of the UPWP for the Virginia Department of Transportation (VDOT) is the State Fiscal Year from July 1 through June 30. For the Tennessee Department of Transportation (TDOT), the UPWP program period is the Federal Fiscal Year beginning October 1 and ending on September 30.

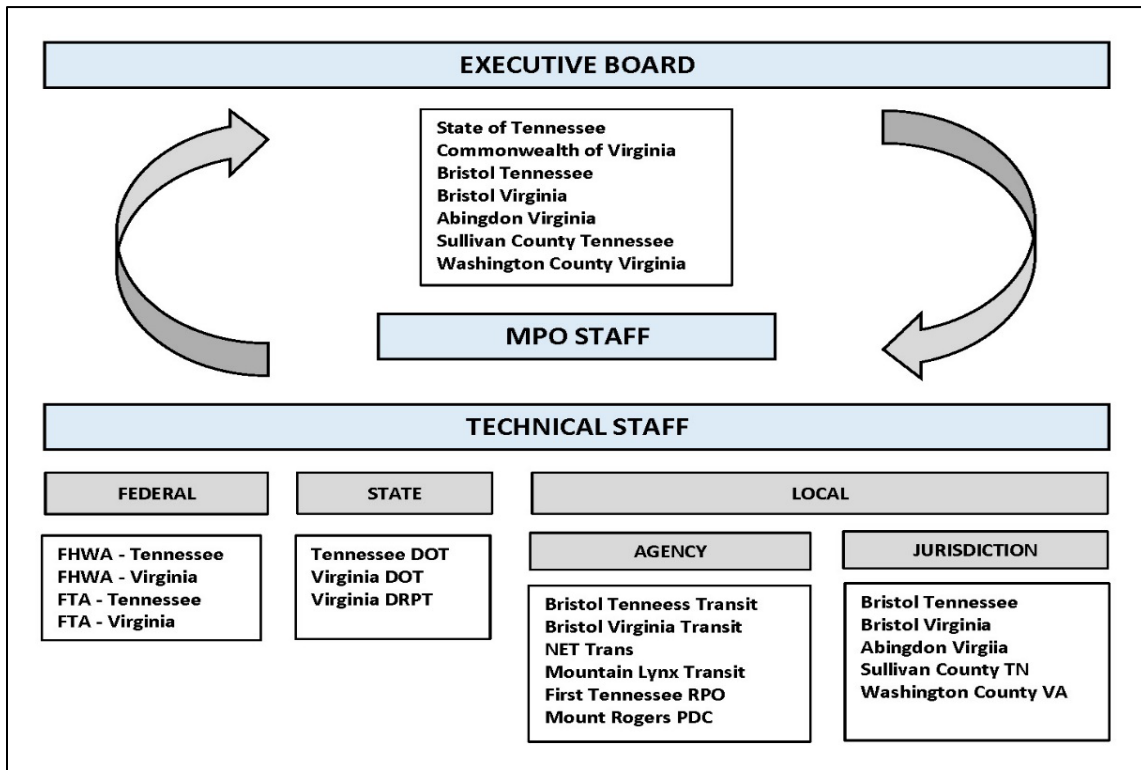
ROLE OF THE MPO: Federal law requires that metropolitan areas of at least 50,000 population establish Metropolitan Planning Organizations to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, comprehensive, and cooperative (3-C) planning process. The Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization was formed in 1982 to fulfill this federal requirement. As delineated by the 2010 Census (Map 1), the Bristol Tennessee/Virginia Urbanized Area includes the City of Bristol, Tennessee; the City of Bristol, Virginia, the Town of Abingdon, Virginia; and certain surrounding areas of Sullivan County, Tennessee and Washington County, Virginia.

**Map 1
Metropolitan Planning Area**



MPO ORGANIZATION STRUCTURE: The MPO functions under a committee structure comprised of an Executive Board and Technical Staff. Final responsibility for transportation planning and policy decision-making is vested with the Executive Board, which is composed from the principal elected officials of the MPO governmental jurisdictions. The Technical Staff is comprised of individuals of local governments and agencies with technical responsibility for implementation of transportation planning activities. The Technical Staff primarily consists of planners and engineers of the governmental jurisdictions. The daily administrative functions of the MPO are provided by the Transportation Planning Manager and associated staff.

Bristol MPO Organization



FY 2020-2021 WORK PROGRAM ACCOMPLISHMENTS: Represented by the following list, the previous Unified Planning Work Program included the completion of several major planning activities and core planning requirements for the MPO.

- Update of Traffic Analysis Zones and the Travel Demand Model.
- Update of the Bristol Tennessee/Virginia Urban Area Long-Range Transportation Plan (LRTP) Year 2045.
- Coordination with VDOT and local jurisdictions on Round 4 SMART SCALE grant applications.
- Coordination with the Tennessee Department of Transportation (TDOT) and Virginia Department of Transportation (VDOT) on development and continuing maintenance of performance targets for performance-based planning requirements.

FY 2022-2023 WORK PROGRAM PRIORITIES: The UPWP for FY-2022 through FY-2023 contains specific activities and projects associated with regional transportation planning as well as day-to-day operations of the MPO. The MPO’s planning priorities are developed in consultation with the State DOTs to identify activities that must be accomplished to address the MPO’s core planning requirements as well as implementation of Federal transportation legislation. The following represents the major issues for the program period.

- Designation of Census 2020 Urbanized Areas (UZA) and subsequent impacts on the MPO organizational structure.
- Adjustments to the Metropolitan Planning Area boundary based on the Census 2020 UZA.
- Adjustments to the Federal Functional Classification of Highways based on the Census 2020 UZA.
- Coordination with TDOT on the Statewide Transportation Plan and with VDOT on VTrans [transportation plan] development.
- Project planning for VDOT SMART SCALE Round 5 applications.
- Implementation of the Electronic-Unified Planning Work Program (E-UPWP) and Electronic Transportation Improvement Program (E-TIP).
- Collection and analysis of Census 2020 product releases, as available.

STATUS OF CORE PLANNING DOCUMENTS: The core functions of the MPO include maintaining a long-range transportation plan covering a planning horizon of at least twenty years that is multimodal, development of a transportation improvement program that represents a short-term program of transportation investments, involving the public and other interested parties, and improving project decision-making through performance-based planning and programming. The following table represents the status of documents and activities related to core requirements for the MPO.

Status of Required Planning Documents

Planning Document/Activity	Date of Last Adoption/Approval	Due Date of Next Adoption/Approval
Long-Range Transportation Plan (LRTP)	September 2021	September 2026
Transportation Improvement Program (TIP)	November 7, 2019	October 2022
Public Participation Plan (PPP)	August 8, 2019	As Needed
Unified Planning Work Program (UPWP)	August 5, 2021	May 2022
Safety Performance Measures/Targets (PM-1)	February 3, 2022	October 2022/2023
Pavement and Bridge Condition Performance Measures/Targets (PM-2)	February 4, 2021	October 2022
System Performance Measures/Targets (PM-3)	February 4, 2021	October 2022
Transit Asset Management (TAM) Plan Performance Measures/Targets	August 9, 2018	October 2022/2023
Public Transportation Agency Safety Plan (PTASP) Performance Measures/Targets	February 4, 2021	October 2022/2023

PUBLIC PARTICIPATION: While the MPO, in cooperation with the State DOTs, is the agency responsible for developing the UPWP document and administrating the planning program, other local agencies and governments are involved in this effort. Cooperation occurs through the MPO's Technical Staff by providing input on programming planning tasks and assisting with review and comment regarding the draft UPWP document. Public input is also sought during the development of the UPWP and it is the responsibility of the MPO to take all public comments into account in the development and adoption of UPWP. Policies and procedures for development of the Unified Planning Work Program are outlined in the MPO's Public Participation Plan.

The MPO Technical Staff guides the preparation of the UPWP in cooperation with the Tennessee and Virginia Departments of Transportation as well as local transit agencies. After the draft UPWP has been developed, the UPWP is published for public review and comments prior to consideration by the MPO Executive Board. The MPO published the FY 2022-2023 UPWP on April 26, 2021 and July 22, 2021. Notices of availability of the draft UPWP are provided to local social service agencies, organizations, MPO jurisdictions, and public locations. In addition, the draft FY 2022-2023 UPWP was available on the [MPO web site](#)¹. In the event the Executive Board should determine there are significant unresolved comments or issues on the draft UPWP, it may defer approval of the program until a subsequent meeting. After adoption of the UPWP by the MPO's Executive Board, final approval of the UPWP is jointly issued by the Federal Highway Administration and Federal Transit Administration.

UPWP MODIFICATIONS: Revisions to the UPWP can include changes in scope of the UPWP, addition of new funds, additions or deletions of work tasks, and transferring funds between tasks. UPWP modifications fall into two categories, each requiring different approval processes.

Amendments must be submitted to the State Department of Transportation (DOT) for review and approved by FTA and/or FHWA as well as the MPO Policy Board. In addition, amendments must follow the same public input process as outlined above. Modifications that are classified as amendments include, but are not limited to:

- Addition of funding to the UPWP.
- Modifying the scope of the UPWP.
- Change in the lead agency (e.g., MPO, State, public transportation operator, local government, or consultant) that will perform the work.
- Inclusion of costs that require prior approval.
- Change in the approved matching rate and source.

All other changes may be performed by administrative modification. FTA/FHWA approval of administrative modifications is not necessary; however, notification to the State DOT is required prior to implementation.

FUNDING SOURCES: The State of Tennessee and Commonwealth of Virginia allocate funding for the planning activities identified in the UPWP. The MPO is advised each year of its available funding prior to the development of the UPWP. The distribution of these funds among the planning tasks is based on local priorities as well as the metropolitan planning requirements for MPOs. The funding sources programmed in the UPWP include:

FHWA Metropolitan Planning Funds (PL Funds). This funding is available to the MPO from an apportionment of funds to the States (TN and VA) from the Federal Highway Administration. The matching ratios for these funds are 80% Federal, 5% State, and 15% local match for Tennessee allocated funds, and 80% Federal, 10% State, and 10% local for Virginia allocated funds.

¹ www.bristoltn.org/136/Metropolitan-Planning-Organization

FTA Section 5303 Planning Funds. This funding is available to the MPO from an apportionment of funds to the States (TN and VA) from the Federal Transit Administration. The matching ratio for Section 5303 is 80% Federal, 10% State, and 10% local for Virginia 5303 funding. For Tennessee, TDOT combines the FTA Section 5303 funds with the FHWA PL funds into the Consolidated Grant Program with a match of 80% Federal, 5% State, and 15% local.

State Funding. As referenced, state matching funds are available for PL Funds and FTA Section 5303 funding for Tennessee and Virginia.

Local Funding. The MPO member jurisdictions provide local funding to match federal and/or state funding programmed for transportation planning projects.

Consolidated Planning Grant (CPG). Tennessee (TDOT) participates in the Consolidated Planning Grant (CPG) Program, where FHWA Metropolitan Planning Funds (PL) and FTA Section 5303 Planning Funds are combined into a single fund administered by FHWA. The [Tennessee] Consolidated Grant Program has a matching ratio of 80% Federal, 5% State, and 15% local.

The following table provides a summary of the UPWP total funding allocations for FY 2022 and FY 2023.

UPWP Funding Summary

Fiscal Year 2022				
FUNDING SOURCE	FEDERAL	STATE	LOCAL	TOTAL
Tennessee Carry-Over FHWA PL (CPG)	0	0	0	0
Tennessee FHWA PL (CPG)	142,432	8,902	26,706	178,140
Tennessee FTA 5303 (CPG)	16,959	1,060	3,180	21,199
Virginia Carry-Over FHWA PL	9,879	1,235	1,235	12,349
Virginia FHWA PL	66,986	8,373	8,373	83,732
Virginia FTA 5303	37,624	4,703	4,703	47,030
TOTAL MPO FUNDING	273,880	24,273	44,197	342,450

Fiscal Year 2023				
FUNDING SOURCE	FEDERAL	STATE	LOCAL	TOTAL
Tennessee Carry-Over FHWA PL (CPG)	0	0	0	0
Tennessee FHWA PL (CPG)	142,432	8,902	26,706	178,140
Tennessee FTA 5303 (CPG)	16,959	1,060	3,180	21,199
Virginia Carry-Over FHWA PL	2,823	353	353	3,529
Virginia FHWA PL	76,002	9,500	9,500	95,003
Virginia FTA 5303	42,805	5,351	5,351	53,507
TOTAL MPO FUNDING	275,840	24,518	44,442	351,278

SECTION 2 – REGULATORY REQUIREMENTS

FEDERAL PLANNING FACTORS: The Infrastructure Investments and Jobs Act (IIJA), superseding the FAST Act, identifies 10 planning strategies to be considered by the MPO in developing transportation plans and programs. These initiatives are described below along with MPO planning activities addressing those federal initiatives.

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

MPO Activities: The MPO will continue to develop partnerships with local governmental agencies and economic development organizations to coordinate transportation planning activities that will provide opportunities for economic growth and strengthen the economy. Specific objectives have included programming of projects to enhance the transportation access to commercial and industrial areas including the use of State Industrial Access funds and Local Interstate Connector program.

- 2) Increase the safety of the transportation system for motorized and non-motorized users.

MPO Activities: Annually the MPO completes a statistical analysis of crash data for the region including crash reports (for motorized and non-motorized crashes), traffic volumes, and development of Critical Rate Factors for intersections. This information is utilized to promote safety improvements by local jurisdictions for high-crash locations. Coordination will be on-going with the State Department of Transportation (DOT) for the Highway Safety Improvement Program (HSIP) annual safety performance targets (for motorized and non-motorized users) as well as coordination with local transit operators to develop a Public Transportation Agency Safety Plan (PTASP).

- 3) Increase the security of the transportation system for motorized and non-motorized users.

MPO Activities: The MPO coordinates with local jurisdictions to provide input on regional traffic patterns to support multimodal operations and maintenance activities (including non-motorized users/facilities), incident management activities, and the development of disaster and hazard mitigation plans. The MPO also participates in weather briefings conducted by the National Weather Service to establish a coordinated effort with Emergency Management Agencies, Public Works Departments, and Transit Agencies to evaluate the transportation impacts of extreme weather events.

- 4) Increase the accessibility and mobility of people and freight.

MPO Activities: Evaluation and analysis of land use, economic, and urban development activities on the existing transportation system is an on-going process with local jurisdictions to encourage access management on major thoroughfares. The MPO also is assisting local transit agencies, including rural providers, to identify gaps in public transportation and promote regional transit service to increase mobility and access to public transportation.

- 5) Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements, State and local planned growth, and economic development patterns.

MPO Activities: The MPO coordinates with local planning agencies to promote development of bicycle and pedestrian facilities and multimodal transportation improvements including opportunities for public transportation's role in livable communities. Additionally, the MPO continues to support activities to reduce regional ozone levels and to monitor regulations and guidance by the Environmental Protection Agency in reference to the 8-hour ozone standard.

- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

MPO Activities: Through development of the Long-Range Transportation Plan the MPO promotes opportunities for a choice of mode for the movement of people and goods. This includes connectivity between bicycle and pedestrian facilities as well as public transportation. The MPO continues to communicate and coordinate with local jurisdictions and planning agencies to support regionally significant projects such as the Overmountain Victory National Trail. The MPO supports the Statewide Rail Plan for Tennessee and Virginia for freight movement as well as passenger rail service.

- 7) Promote efficient system management and operation.

MPO Activities: The LRTP evaluates the needs and opportunities for improved operation and efficiency of the transportation network and identifies proposed operational and capital improvements. The implementation of performance based planning emphasizes project programming based on identified needs and project effectiveness.

- 8) Emphasize the preservation of the existing transportation system.

MPO Activities: The MPO will continue to collect and maintain traffic data and facility conditions for the existing transportation system to identify deficiencies and needed investments to maintain system preservation for all modes. The development of the LRTP provides coordination with highway and transit agencies to incorporate maintenance and operations strategies in the transportation planning process including projected funding needs. Implementation of performance-based planning includes the integration of system performance measures and targets in the operations and maintenance of the existing transportation system.

- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

MPO Activities: The MPO will maintain coordination with local and state agencies to assess risk management and reliability of critical transportation infrastructure. As opportunities occur, the MPO will promote design of transportation facilities to mitigate stormwater runoff.

- 10) Enhance travel and tourism.

MPO Activities: The LRTP identifies investment in transportation infrastructure which provides mobility to support regional travel and tourism including recreational trails. In addition, the MPO works with local jurisdictions and agencies to coordinate regional transportation planning for large special events such as Bristol Motor Speedway and the Rhythm and Roots Reunion.

FEDERAL PLANNING EMPHASIS AREAS: The FTA and FHWA have jointly identified 8 planning priorities for the Updated FY 2023 program period, and beyond, in which they strive to coordinate these planning emphasis areas with state DOTs, MPOs, and other local agencies. The MPO will work to coordinate these planning emphasis areas along with Federal and State partners as seen relevant. The eight planning emphasis areas, along with their directives to FHWA and FTA, are described below. .

1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s Sustainable Transportation or FTA’s Transit and Sustainability Webpages for more information.

2) Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In

addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

3) Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

4) Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of

proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

5) Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

6) Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

7) Planning and Environmental Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including

minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

8) Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

STATEWIDE [TENNESSEE] PLANNING EMPHASIS AREAS: The Tennessee Department of Transportation has identified three planning priorities for the FY 2022-2023 program period. These initiatives, along with MPO planning activities are described below.

1) Virtual Public Involvement (VPI).

MPO Activities: Under the authority of Tennessee Executive Orders and Virginia Legislative Action, MPO meetings have been conducted electronically in response to the corona-virus pandemic. The MPO will continue to incorporate VPI activities for public input opportunities in the development of transportation plans and programs. In 2019 the Public Participation Plan was updated to include the use of social media and the City of Bristol Tennessee's public access channel (BTN-TV) to broadcast meetings and disseminate public information and outreach. BTN-TV, as well as social media and virtual meetings with continue to be utilized as an information tool for the MPO to post and receive information from the public.

2) Alternative Fuels.

MPO Activities: FHWA has promoted alternative fuels through implementation of the Alternative Fuels Corridor Program. The MPO will support Tennessee and Virginia alternative fuel activities to fund and designate segments of Interstate 81 as "corridor ready" (sufficient number of alternative fueling facilities available). Currently, "corridor pending" status (insufficient number of fueling facilities) is identified for I-81 within the Bristol MPA.

3) Project Delivery.

MPO Activities: The MPO will coordinate with the Tennessee and Virginia DOT to increase project obligations and expenditures of Federal and State funds programmed in the Transportation Improvement Program. Project Status Reports are submitted quarterly to TDO to track TIP project obligations. Consultation with local jurisdictions will include project status updates on a quarterly basis. VDOT provides the MPO monthly obligations approved by the Commonwealth Transportation Board.

TRANSPORTATION PERFORMANCE MANAGEMENT: Increasing the accountability and measuring the effectiveness of investments in the transportation infrastructure has become a priority at the Federal level. Beginning with the Federal legislation Moving Ahead for Progress in the 21st Century Act (MAP-21), the FAST Act, and continued under the current legislation, the IIJA, the Federal-aid program for transportation improvements is being transformed to provide the most efficient investment of Federal transportation funds by improving project decision-making through performance-based planning and programming.

The U.S. Department of Transportation (USDOT) has implemented performance-based planning and programming through Federal rulemakings for Safety, Bridge and Pavement Condition, System Performance, Transit Asset Management Plan, and Public Transportation Agency Safety Plan. The rules establish national performance measures that require the State Departments of Transportation and MPOs to set performance targets for each applicable performance measure. Subsequently, transportation plans and programs must address and document the strategies and investments used to achieve the targets.

SECTION 3 – WORK PROGRAM

TASK I: PROGRAM ADMINISTRATION

Purpose: To conduct a continuing, cooperative and comprehensive transportation planning process consistent with the metropolitan area's Long-Range Transportation Plan and ensure that all transportation planning projects meet Federal and State requirements.

Previous Work: Coordination of the MPO Executive Board and Technical Staff; administration of financial and contractual agreements; implementation and management of the FY 2020-2022 UPWP; Title VI reporting; coordination of the public participation process; annual progress and expenditure reports; general administrative activities and program oversight.

Task I: FY 2022-23 Work Program

Subtask - Administration and Coordination

- Coordinate and schedule all business activities and meetings for the Metropolitan Planning Organization, Executive Board and Technical Staff.
Responsible Agency: MPO.
Work Schedule: Quarterly meeting schedule (FY-22/FY-23).
- Continual maintenance of the MPO website to provide information and public access to transportation planning products.
Responsible Agency: MPO.
Work Schedule: On-going activity (FY-22/FY-23).
- Develop and maintain Continuity of Operations Plan (COOP), to ensure the continuity of essential office functions in the occurrence of a major event/emergency/disaster.
Responsible Agency: MPO
Work Schedule: Commenced annually in January.
- Attend statewide monthly conference calls, quarterly meetings, annual conference and/or webinars with TDOT, VDOT, and MPOs.
Responsible Agency: MPO
Work Schedule: Continuous activity
- Attend meetings with other MPOs in the region, along with other MPOs across Tennessee, Virginia, and in other states, to foster a regional approach to transportation planning and share ideas.
Responsible Agency: MPO
Work Schedule: Continuous activity

Subtask - Financial Management

- The MPO will prepare contractual agreements as required, perform grant administration functions, and undertake general administrative activities. Oversee MPO expenditures, audit reports, reimbursement invoices, and quarterly reports detailing program progress and financial management. Annual progress and expenditure report.

Responsible Agency: MPO.

Work Schedule: Continuous activity (FY-22/FY-23). Quarterly Reimbursement and Progress Reports (FY 22/FY-23). Annual Progress Report (November 2022/November 2023)

Subtask - Supplies/Equipment

- Costs for Supplies, Telephone, Postage & Shipping, Equipment Rental & Maintenance, Printing & Publications, and other Direct Cost associated with carrying out the metropolitan transportation planning process.

Responsible Agency: MPO.

Work Schedule: Continuous activity (FY-22/FY-23)

- Staff plans to replace borrowed city furniture by purchasing new office furniture for employees' offices (with individual pieces costing less than \$5,000).

Responsible Agency: MPO

Work Schedule: Commenced in Summer 2023

Subtask -Public Notices and Advertising

- Prepare media releases and meeting notices to advertise MPO meetings, transportation policy issues, TIP preparation or amendments, long-range plan updates or amendments, MPO studies, and other transportation matters for which public comment is desired.

Responsible Agency: MPO.

Work Schedule: As needed (FY-22/FY-23).

Subtask Public Involvement/Committees

- Implementation of the Public Participation Plan will be on-going. The MPO will continue to identify private citizens and stakeholders, including low income and minority citizens, for outreach and distribution of MPO planning documents and meeting notices.

Responsible Agency: MPO

Work Schedule: On-going activity (FY-22/FY-23).

- MPO staff will attend meetings and provide planning support and coordination to the First Tennessee Rural Planning Organization (RPO). The MPO will serve as an ex-officio member of the RPO Technical Committee.

Responsible Agency: MPO, TDOT, RPO.

Work Schedule: Quarterly meetings (FY-22/FY-23).

Subtask - Unified Planning Work Program

- Implementation and management of the FY 2022-2023 UPWP. Amendments/Administrative Modifications as needed.

Responsible Agency: MPO

Work Schedule: As needed (FY-22/FY-23).

- Development of the FY 2024-2025 Unified Planning Work Program including coordination of the planning work tasks, grant budgets, and project schedules.

Responsible Agency: MPO

Work Schedule: Apr-Oct 2023.

Subtask - Title VI

- Update of the Region MPO Title VI Assessment based on Census 2020 data. Maintain demographic information to update and re-evaluate geographic areas and locations of minority, low income and other underserved populations to assess impacts of proposed transportation projects on traditionally underserved populations.
Responsible Agency: MPO
Work Schedule: June-July (FY-22).
- On-going coordination of the MPO transportation planning process for compliance with Title VI requirements and Environmental Justice, including public awareness and notifications to inform the public of their rights under Title VI.
Responsible Agency: MPO, transit providers.
Work Schedule: On-going activity (FY-22/FY-23). Title VI review conducted triennially. Due May (FY-23).

Subtask - MPO Boundary Update

- Administrative functions associated with the Census 2020 designation of urbanized areas. Coordinate with Federal/State agencies, transit providers, and local jurisdictions to update the MPO Metropolitan Planning Area (MPA).
 - MPA adjustments to include the addition or removal of urbanized area as designated by the 2020 Census.
 - Amend agreements with TDOT, VDOT, and [as needed] the Kingsport and Johnson City MPOs to identify and coordinate divisions of transportation planning responsibility.Responsible Agency: MPO
Work Schedule: Adjusted MPA (and associated planning agreements) by December 2022.

Subtask - Training/Workshop Attendance

- Continuing participation in workshops, conferences, committee meetings, and MPO planning/training meetings hosted by FHWA, TDOT and VDOT.
Responsible Agency: MPO.
Work Schedule: On-going activity (FY-22/FY-23).
- Continue participation and coordination with the Tennessee Model Users Group (TNMUG), including attendance to technical trainings and work sessions.
Responsible Agency: TDOT, MPO
Work Schedule: Quarterly meetings (FY-22/FY-23).

Task I: Deliverables

- UPWP progress reports and Requests for Reimbursements.
- Administration of funds, staff personnel, and contract agreements.
- MPO meeting coordination and agenda preparation.
- Continued implementation and compliance of MAP-21/FAST Act/IJA programs and requirements.
- Title VI and Environmental Justice reporting.
- Consultation provided to MPO jurisdictions and local officials on transportation issues.
- Maintenance of the Fiscal Year 2022-2023 Unified Planning Work Program.
- Development of the FY 2024-2025 Unified Planning Work Program.
- Administration of the MPO Public Participation Plan.
- Update of the MPO Metropolitan Planning Boundary.

Task I: Funding:

FY 2022				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$69,432	\$4,339	\$13,019	\$86,790
Virginia FHWA PL	\$31,559	\$3,945	\$3,945	\$39,449
TOTAL	\$100,991	\$8,284	\$16,964	\$126,239

FY 2023				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$67,432	\$4,215	\$12,643	\$84,290
Virginia FHWA PL	\$31,205	\$3,901	\$3,901	\$39,006
TOTAL	\$98,637	\$8,116	\$16,544	\$123,297

TASK II: DATA COLLECTION, MAINTENANCE AND ANALYSIS

Purpose: Inventory and analysis of transportation data, land use, and socio-economic data to identify changes in transportation needs.

Previous Work: Maintenance of traffic facilities inventories; annual traffic count volumes; regional crash data analysis; Geographic Information Systems (GIS) mapping activities; maintenance of demographic data for the Metropolitan Planning Area and Traffic Analysis Zones; support/adoption of performance measures and targets; update of the Travel Demand Model (Year 2045); Performance Measures Memorandum of Understanding with State DOTs and transit providers.

Task II: FY 2022-23 Work Program

Subtask - Traffic Counts

- Collect, maintain and analyze traffic data and facility conditions in cooperation and conjunction with participating entities. Analysis of the regional traffic count program will be on-going to establish trends in annual traffic volumes used in maintaining the travel demand model as well as other transportation planning studies.
Responsible Agency: MPO, TDOT, VDOT.
Work Schedule: On-going activity (FY-22/FY-23).
- Purchase, maintain, and update traffic counting equipment and tools to improve staff safety and efficiency.
Responsible Agency: MPO
Work Schedule: On-going activity

Subtask - Demographics

- Collect, maintain and analyze socio-economic, land use, employment, and travel pattern data from a variety of sources for traffic-generation needs. Monitor economic development activities impacting the transportation system for the Metropolitan Planning Area.
Responsible Agency: MPO
Work Schedule: On-going activity (FY-22/FY-23).

- Review and analysis of U.S. Census 2020 data as it is released. Compile 2020 Census data for the Metropolitan Planning Area by Census Tract and Block geography. Update Traffic Analysis Zones as needed, as well as TAZ population and employment data.
Responsible Agency: MPO
Work Schedule: On-going activity (FY-22/FY-23). 2020 Census data as available.

Subtask - Urbanized Area Boundary

- Adjustments (smoothing) of the Census 2020 urbanized area boundary per FHWA guidelines. Coordination with Kingsport and Johnson City MPO, as needed, on adjacent UZA boundaries.
Responsible Agency: MPO
Work Schedule: Adjusted UZA completed August 2022. (Note: Pending Census 2020 UZA release schedule).
- Investigate the impacts and other aspects of the Bristol MPO's theoretical involvement in a Transportation Management Association with surrounding organizations.
Responsible Agency: VDOT
Work Schedule: As needed (FY23).

Subtask - Functional Classification of Highways

- Update of the Federal Functional Classifications of Highways based on the Census 2020 urbanized designation and adjusted UZA boundary. Coordination with Kingsport and Johnson City MPO, as needed, on adjoining UZA boundaries and corresponding highway classifications.
Responsible Agency: MPO
Work Schedule: Federal Functional Classification updated by December 2022. (Note: Pending Census 2020 UZA release schedule).

Subtask - Performance Measures

- Implementation of a performance-based planning program. Coordination with State DOTs and local transit agencies on performance measures/targets. In cooperation with the State DOT, include the integration of performance-based goals, objectives, performance measures and targets in the development of MPO transportation plans and planning processes. The MPO will collect and share available data to maintain performance measure statistics and track progress in achievement and/or significant progress of established performance targets.
Responsible Agency: MPO, TDOT, VDOT, DRPT
Work Schedule:
 - Safety Performance Targets due 180 days after State DOT sets targets in the HSIP Annual Report. (due August 31 annually);
 - Pavement and Bridge Performance Targets due 180 days after State DOT sets targets. (4-year targets due October 1, 2022);
 - System Performance Targets due 180 days after State DOT sets targets. (4-year targets due October 1, 2022).
- In cooperation with TDOT, DRPT include the integration of performance-based goals, objectives, performance measures and targets in the development of public transportation plans and MPO planning processes. Transit performance targets adopted by the MPO based on the local agencies Transit Asset Management (TAM) Plans and Public Transportation Agency Safety Plan (PTASP). Performance targets will be re-evaluated annually
Responsible Agency: MPO, TDOT, DRPT, public transportation providers
Work Schedule:

- TAM updated annually by October 1 (FY-22/FY-23).
- PTASP updated annually by October 1 (FY-22/FY-23)

Subtask - Modeling

- The MPO will review member jurisdiction’s traffic evaluations and transportation studies, project schedules, and inventories of traffic facilities to maintain regional data on the highway network as it relates to the Long Range Transportation Plan.
Responsible Agency: MPO, local governments.
Work Schedule: As available (FY 22/FY-23).
- Review recommendations for modifications to transportation facilities (i.e. signal locations, signal timing and phasing, pavement widths, and travel lanes) which would impact the regional Traffic Demand Model and traffic flow on major highway corridors. MPO assessment and documentation of facility modifications for the travel model network update.
Responsible Agency: MPO, TDOT, VDOT
Work Schedule: On-going activity (FY-22/FY-23).

Subtask - Safety Data Collection and Analysis

- The MPO will maintain safety-related databases to support performance-based planning and programming to assist with project selection for the regional transportation plan and transportation improvement program.
Responsible Agency: MPO, TDOT, VDOT
Work Schedule: On-going activity (FY-22/FY-23).
- Compilation and statistical analysis of annual crash data for the region including crash reports, traffic volume data, development of Critical Rate Factors for intersections, and review of crash rates and historical trends. Promote safety conscious design by local jurisdictions for roadway improvements at high-crash locations.
Responsible Agencies: MPO.
Work Schedule: Regional crash data compiled during January-February (FY-22/FY-23).
- Provide local jurisdictions input on regional transportation system [existing conditions and proposed improvements] for utilization in operations and maintenance planning, incident management activities, and the development of disaster and hazard mitigation plans, including risk management assessments.
Responsible Agency: MPO, local governments.
Work Schedule: As needed (FY-22/FY-23).
- The MPO will participate on the Bristol Virginia Transportation Safety Committee to support MPO related issues for consistency with the Long Range Transportation Plan goals and objectives.
Responsible Agency: MPO, City of Bristol Virginia.
Work Schedule: Quarterly meeting (FY-22/FY-23).

Subtask - GIS Development and Maintenance

- Enhancement of computer technology, GIS mapping activities and associated training to create and maintain necessary geographic-based data sets utilized for transportation planning purposes. Update transportation-related maps and databases as needed. Provide visualization products associated with the development of transportation plans and documents.
Responsible Agency: MPO
Work Schedule: On-going activity (FY-22/FY-23).

Task II: Deliverables

- Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, and other traffic data for planning and design studies.
- Vehicle miles of travel on functionally classified systems.
- High-hazard lists, collision diagrams and other crash data. Review of high-crash locations and changes in crash rates in the Metropolitan Planning Area
- Maintenance of the Travel Demand Model.
- Maintenance of Traffic Analysis Zones data.
- Maintenance of performance measure(s) statistics.
- Maintenance of traffic facilities inventories.
- Transportation related GIS mapping and graphics.
- Demographic and land use databases for traffic generation purposes, Title VI, and Environmental Justice.
- Census 2020 data collected and correlated to the MPA and TAZs.
- Census 2020 urbanized area boundary and update to the Federal Functional Classification of Highways.
- Surveillance of traffic flow at intersections and highway segments due to changes in signals, pavement widths, and other traffic facilities.
- Incorporation of safety and security in the transportation planning process.
- Incorporation of operations and maintenance in the transportation planning process.

Task II: Funding

FY 2022				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$60,000	\$3,750	\$11,250	\$75,000
Virginia FHWA PL	\$27,000	\$3,375	\$3,375	\$33,750
TOTAL	\$87,000	\$7,125	\$14,625	\$108,750

FY 2023				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$59,000	\$3,687	\$11,063	\$73,750
Virginia FHWA PL	\$26,697	\$3,337	\$3,337	\$33,371
TOTAL	\$85,697	\$7,024	\$14,400	\$107,121

TASK III: SHORT RANGE PLANNING

Description: To develop and maintain the Transportation Improvement Program for the Metropolitan Planning Area.

Previous Work: Maintenance of the FY 2020-2023 Transportation Improvement Program; incorporation of transportation performance management in the TIP process; publication of the FFY 2020 and FFY 2021 Annual Listing of Federally Obligated Projects.

Task III: FY 2022-23 Work Program

Subtask - Transportation Improvement Program

- Maintenance of the FY 2020-2023 Transportation Improvement Program; Amendments and Administrative Modifications Adjustments as required for revised project funding and program implementation.
Responsible Agency: MPO, TDOT, VDOT, public transit agencies.
Work Schedule: Amendments/Modifications as needed (FY-22/FY-23).
- Provide consultation with local officials, TDOT, and VDOT to maintain a financially feasible TIP and to ensure project implementation and delivery as scheduled.
Responsible Agency: MPO
Work Schedule: Quarterly activity (FY-22/FY-23).
- Development of a new four-year Transportation Improvement Program for FY 2023-2026.
 - Project coordination with TDOT, VDOT, DRPT, local transit providers and MPO jurisdictions.
 - Development of project descriptions, location maps, cost estimates, and phasing.
 - Financial analysis of projected funding sources and financial constraint.
 - Coordination of draft plan review and public participation process.**Responsible Agency:** MPO, TDOT, VDOT, DRPT, transit providers, and local jurisdictions.
Work Schedule: On-going TIP development (FY-22/FY-23). TIP adopted by October 2022.

Subtask - Annual Listing of Obligated Projects

- Develop and publish the annual listing of Federally obligated projects for the Metropolitan Planning Area.
Responsible Agency: MPO
Work Schedule: Completed annually by December 31st (FY-22/FY-23).

Task III: Deliverables

- Continuing maintenance of the Fiscal Year 2020-2023 Transportation Improvement Program.
- Annual listing of obligated projects.
- Development of the Fiscal Year 2023-2026 Transportation Improvement Program.

Task III: Funding

FY 2022				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$5,000	\$313	\$937	\$6,250
Virginia FHWA PL	\$5,000	\$625	\$625	\$6,250
TOTAL	\$10,000	\$938	\$1,562	\$12,500

FY 2023				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$8,000	\$500	\$1,500	\$10,000
Virginia FHWA PL	\$7,767	\$971	\$971	\$9,708
TOTAL	\$12,944	\$1,118	\$2,118	\$19,708

TASK IV: LONG RANGE PLANNING

Purpose: To develop and maintain updated comprehensive transportation plans that will provide for the long-range transportation needs for the Metropolitan Planning Area and consider all modes of transportation in the planning process.

Previous Work: Update of the Regional Travel Demand Model and adoption of the *Bristol Tennessee-Virginia Urban Area Long-Range Transportation Plan Year 2045*; support/adoption of TDOT/VDOT targets for performance measures; Virginia SMART SCALE project applications; Bristol, Tennessee ADA Transition Plan; Virginia VTrans Plan.

Task IV: FY 2022-23 Work Program

Subtask - Regional Long Range Plan

- As needed, maintenance of the *Bristol Tennessee-Virginia Urban Area Long-Range Transportation Plan Year 2045* for amendments and/administrative modifications.
Responsible Agency: MPO
Work Schedule: As needed (FY-22/FY-23).
- Maintain and review local jurisdiction's comprehensive land use plans, planned growth, and economic development plans to evaluate coordination and consistency with the planning assumptions for the MPO long-range transportation plan.
Responsible Agency: MPO.
Work Schedule: On-going activity (FY-22/FY-23).
- Review and evaluate potential small urban area applications of FHWA's guidance on sustainable communities and integrating climate change and extreme weather events into the transportation planning process.
Responsible Agency: MPO.
Work Schedule: On-going activity (FY-22/FY-23).
- Continue cooperation with TDOT, VDOT, and DRPT to improve statewide transportation corridors that can efficiently handle the movement of people and goods with an emphasis on freight and rail improvements. Coordinate with Bristol, Virginia and DRPT on the development of passenger rail service on the Roanoke to Bristol corridor. The MPO will service as a member of the Bristol Rail Coalition.
Responsible Agency: MPO, TDOT, DRPT
Work Schedule: On-going activity (FY-22/FY-23).
- Provide technical support for Virginia jurisdictions implementation of SMART SCALE projects. The MPO will provide planning support to local jurisdictions for Round 5 applications for the District Grant Program funding as well as any application submittals by the MPO for State-wide High Priority Project funding.
Responsible Agency: MPO, VDOT, local jurisdictions.
Work Schedule: Round 5 application process (FY-23).
- Attend technical and public meetings, review documents, and provide input and coordination with TDOT, VDOT, and Virginia Department of Rail and Public Transportation (DRPT) on the development of statewide transportation planning projects as well as regional corridor studies. This will include the TDOT Statewide Transportation Plan, TDOT 3-Year Program, VTrans [VDOT] transportation plan, VDOT STARS ((Strategically Targeted Affordable Roadway Solutions) program, and VDOT's Project Pipeline initiative for project studies.
Responsible Agency: MPO, TDOT, VDOT, DRPT
Work Schedule: As needed (FY-22/FY-23).

- Participate in environmental assessments, planning studies, road safety audits, and alternative analysis of proposed projects in the Metropolitan Planning Area as they relate to the Long Range Transportation Plan and Transportation Improvement Program.
Responsible Agency: MPO, TDOT, VDOT, local governments.
Work Schedule: As needed (FY-22/FY-23).
- Assist VDOT with all planning processes, including but not limited to the STARS (Strategically Targeted Affordable Roadway Solutions) Program and Project Pipeline.
Responsible Agency: MPO, VDOT, local governments.
Work Schedule: As needed (FY-23)

Task IV: Deliverables

- Maintenance of the Regional Travel Demand Model.
- Maintenance of the Regional Transportation Plan for horizon year 2045.
- Coordination with DRPT on proposed passenger rail service to Bristol.
- Coordination with local jurisdictions on comprehensive land use and economic development plans.
- A transportation planning process that provides consideration for all modes of travel.
- Coordination with TDOT and VDOT on statewide long-range planning activities and corridor studies.
- Coordination with TDOT, VDOT, and local transit agencies on the implementation of performance-based planning and programming in long range planning.
- Virginia SMART SCALE applications.

Task IV: Funding

FY 2022				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$8,000	\$500	\$1,500	\$10,000
Virginia FHWA PL	\$13,306	\$1,663	\$1,663	\$16,632
TOTAL	\$21,306	\$2,163	\$3,163	\$26,632

FY 2023				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$8,000	\$500	\$1,500	\$10,000
Virginia FHWA PL	\$13,156	\$1,645	\$1,645	\$16,446
TOTAL	\$21,156	\$2,145	\$3,145	\$26,446

TASK V: MULTIMODAL PLANNING

Purpose: To administer funds, coordinate planning activities, and to encourage citizen knowledge and awareness of public transportation and alternative modes of transportation.

Previous Work: National Transit Database and Title VI reporting; quarterly Financial Status and Milestone Reports; maintenance of transit ridership and performance data; maintenance of the transit element for the Transportation Improvement Program; Update to the Virginia DRPT Transit Development Plan; coordination with rural transit providers on funding regional services; Transit Asset Management plans and targets; public participation requirements as needed.

Task V: FY 2022-23 Work Program**Subtask - Active Transportation**

- Assistance will be provided for Bristol Tennessee Transit (BTT) and Bristol Virginia Transit (BVT) in grant administration and reporting, maintenance of transit performance data, planning tasks associated with federal requirements, and Title VI outreach activities.
Responsible Agency: MPO, BTT, BVT.
Work Schedule: Continuing task (FY-22/FY-23). Financial and Progress Reports completed quarterly. National Transit Database report and associated TAM targets due annually by October 30.
- Coordination with rural transit providers on regional transportation issues related to urbanized area funding and public transportation services within the Metropolitan Planning Area.
Responsible Agency: MPO, local transit agencies.
Work Schedule: On-going activity (FY-22/FY23).
- Maintenance of the annual progress report and updates to the Transit Development Plan (TDP) for Bristol Virginia Transit. Annual TDP monitoring activities include:
 - Ridership trends and transit performance measures.
 - Summary of current year costs and funding sources.
 - Progress report on recommendations for service expansions, route modifications, and facility improvements.
 - Coordination with FTA, DRPT, MPO, and local agencies as needed.Responsible Agency: MPO, BVT
Work Schedule: TDP progress report completed annually by December (FY-22/FY-23).
- Expansion, enhancement, and increased use of transit services will be incorporated in the transportation planning process. Coordination between the MPO and local transit agencies through planning meetings, review of ridership and operating trends, and public outreach activities to increase public awareness of transit programs.
Responsible Agency: MPO, public transportation providers.
Work Schedule: On-going activity. (FY-22/FY-23) Transit Customer Appreciation Day held annually in October for BTT/BVT.
- Collection, creation, and maintenance of the BTT & BVT General Transit Feed Specification feed to integrate transit route schedules and mapping with trip planning services.
Responsible Agency: MPO, BTT, BVT
Work Schedule: Initial publication of feed in early 2023 with ongoing maintenance as appropriate.
- **Initiation of a microtransit feasibility study for Bristol Virginia Transit.**

Responsible Agency: BVT

Work Schedule: Study to commence in July 2023.

Subtask - Bicycle/Pedestrian/Alternative Transportation

- Coordinate with TDOT's active transportation initiative to implement a pedestrian and bicycle count program. Identify proposed count sights on urban sidewalk locations as well as greenway/trail locations. TDOT count stations will be monitored by the MPO.

Responsible Agency: MPO, TDOT.

Work Schedule: Initial implementation phase (FY-22). On-going active count program (FY-23).

- Continue to promote livable communities by encouraging the development of bicycle and pedestrian plans and implementation of bicycle facilities, sidewalks, and multimodal transportation improvements by local jurisdictions. Assist member jurisdictions with preparation/review of applications for state and federal transportation-related grants including, but not limited to, Transportation Alternatives and Multimodal Access grants.

Responsible Agency: MPO.

Work Schedule: On-going activity (FY-22/FY-23).

Task V: Deliverables

- Assistance for Bristol Tennessee Transit and Bristol Virginia Transit in grant administration reporting requirements.
- Annual progress report for the Transit Development Plan (Virginia).
- National Transit Database reporting.
- Title VI reporting and public awareness activities.
- Coordination with the rural public transportation providers on regional transportation issues and urbanized area funding.
- Continued correspondence and interaction with State DOTs for technical needs, funding programs, financial/progress reporting.
- Transit Asset Management Plan and Public Transportation Agency Safety Plan.
- Bicycle and pedestrian count program (TDOT).
- Coordination with local jurisdictions on alternative transportation planning and grant funding.

Task V: Funding

FY 2022				
Funding Source	Federal	State	Local	Total
Tennessee FTA Section 5303(CPG)	\$16,959	\$1,060	\$3,180	\$21,199
Virginia FTA Section 5303	\$37,624	\$4,703	\$4,703	\$47,030
TOTAL	\$54,583	\$5,763	\$7,883	\$68,229

FY 2023				
Funding Source	Federal	State	Local	Total
Tennessee FTA Section 5303(CPG)	\$16,959	\$1,060	\$3,180	\$21,199
Virginia FTA Section 5303	\$42,805	\$5,351	\$5,351	\$53,507
TOTAL	\$59,764	\$6,411	\$8,531	\$74,706

TASK VI: SPECIAL STUDIES

Purpose: To provide transportation planning assistance for specific projects within the Metropolitan Planning Area including but not limited to corridor studies, sub-area studies, transportation systems management and operations.

Previous Work: Completion of the ADA Transition Plan for Bristol, Tennessee; Transportation Investment Study for the North-South Connector Route from US-11E (SR-34) near Bristol Motor Speedway to US-11W (SR-1) near Pinnacle Parkway; TDOT I-40/81 Corridor Study.

Task VI: FY 2022-23 Work Program

Note: Although not funded by the Bristol MPO, there are other transportation planning tasks associated with the State DOT within the Bristol Metropolitan Planning Area.

Subtask - Transportation Systems Management and Operations

- TDOT conducts, upon requests from local officials, road safety audit that are intended to eliminate or alleviate safety concerns that have been identified by crash data. TDOT conducts, upon requests from local officials, Transportation Investment Reports and Feasibility Studies for potential transportation projects. The cost of these studies is provided by TDOT.
Responsible Agency: TDOT.
Work Schedule: As needed (FY-22/FY-23).

Subtask - Corridor Study

- VDOT Bridge Study for the replacement of the Piedmont Avenue bridge from State Street to north of Sycamore Street. (Note: Replacement of the Tennessee portion of the bridge on State Street was approved for funding in the IMPROVE Act). The presence of federally endangered gray bats in the culvert is a major concern for project implementation. VDOT is conducting a study on the structure to assess environmental issues and alternative scenarios for improvements. Due to the locale of the structure in the Central Business District, traffic patterns and access issues during construction will be addressed in the study scope. The cost of the study is funded by VDOT.
Responsible Agency: VDOT.
Work Schedule: On-going study to be completed in FY-23.

Task VI: Deliverables

- Coordination with TDOT and VDOT on-call transportation planning studies.
- Piedmont Avenue Bridge Study

Task VI: Funding

Note: No studies are currently programmed for Bristol MPO PL or STBG funding.

FY 2022				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$0	\$0	\$0	\$0
Virginia FHWA PL	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

FY 2023				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$0	\$0	\$0	\$0
Virginia FHWA PL	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

SECTION 4 – FUNDING TABLES