

Bristol Metropolitan Planning Organization

**Fiscal Years 2024-2025 – Tennessee
Fiscal Year 2024 – Virginia
Unified Planning Work Program**



The Bristol Metropolitan Planning Organization (MPO) ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 26; related to statutes and regulations to the end that no person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance from the U.S Department of Transportation on the grounds of race, color, sex or national origin.

This Unified Planning Work Program was developed by the Bristol MPO in cooperation with:

US Department of Transportation

Federal Highway Administration

Federal Transit Administration

Tennessee Department of Transportation

Virginia Department of Transportation

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LIST OF ACRONYMS

3-C	Continuing, Comprehensive, and Cooperative [planning process]
ADA	Americans with Disabilities Act
BTT	Bristol Tennessee Transit
BVT	Bristol Virginia Transit
CPG	Consolidated Grant Program
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DRPT	(Virginia) Department of Rail and Public Transportation
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTDD	First Tennessee Development District
FTHRA	First Tennessee Human Resource Agency
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
IAC	Interagency Consultation
IJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MOA	Memorandum of Agreement
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
PL	Metropolitan Planning Funds
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
PM	Performance Measure
RPO	Rural Planning Organization
SPR	State Planning and Research Funds
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAP	Transportation Alternative Program
TAM	Transit Asset Management
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TDOT	Tennessee Department of Transportation
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMPD	(Virginia) Transportation and Mobility Planning Division
TN	Tennessee
TNMUG	Tennessee Model Users Group
TRIMS	Tennessee Roadway Information and Management System
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Area
VA	Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
VPI	Virtual Public Involvement

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RESOLUTIONS - Fiscal Years 2024 and 2025 UPWP

SECTION 1 - INTRODUCTION

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Bristol Tennessee-Virginia Metropolitan Planning Organization (MPO) study area for Fiscal Years 2024 – 2025. The UPWP for FY 2024-2025 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.

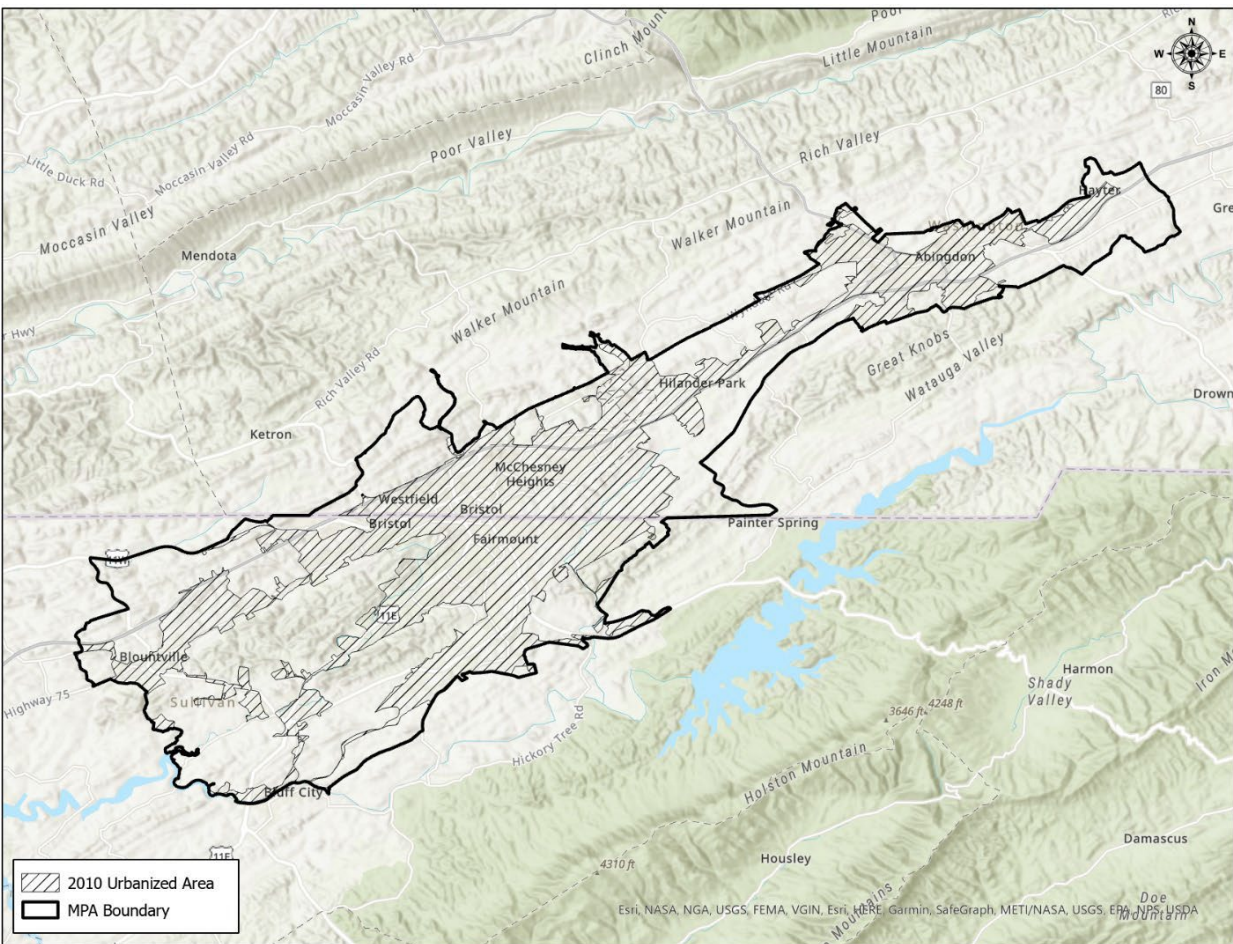
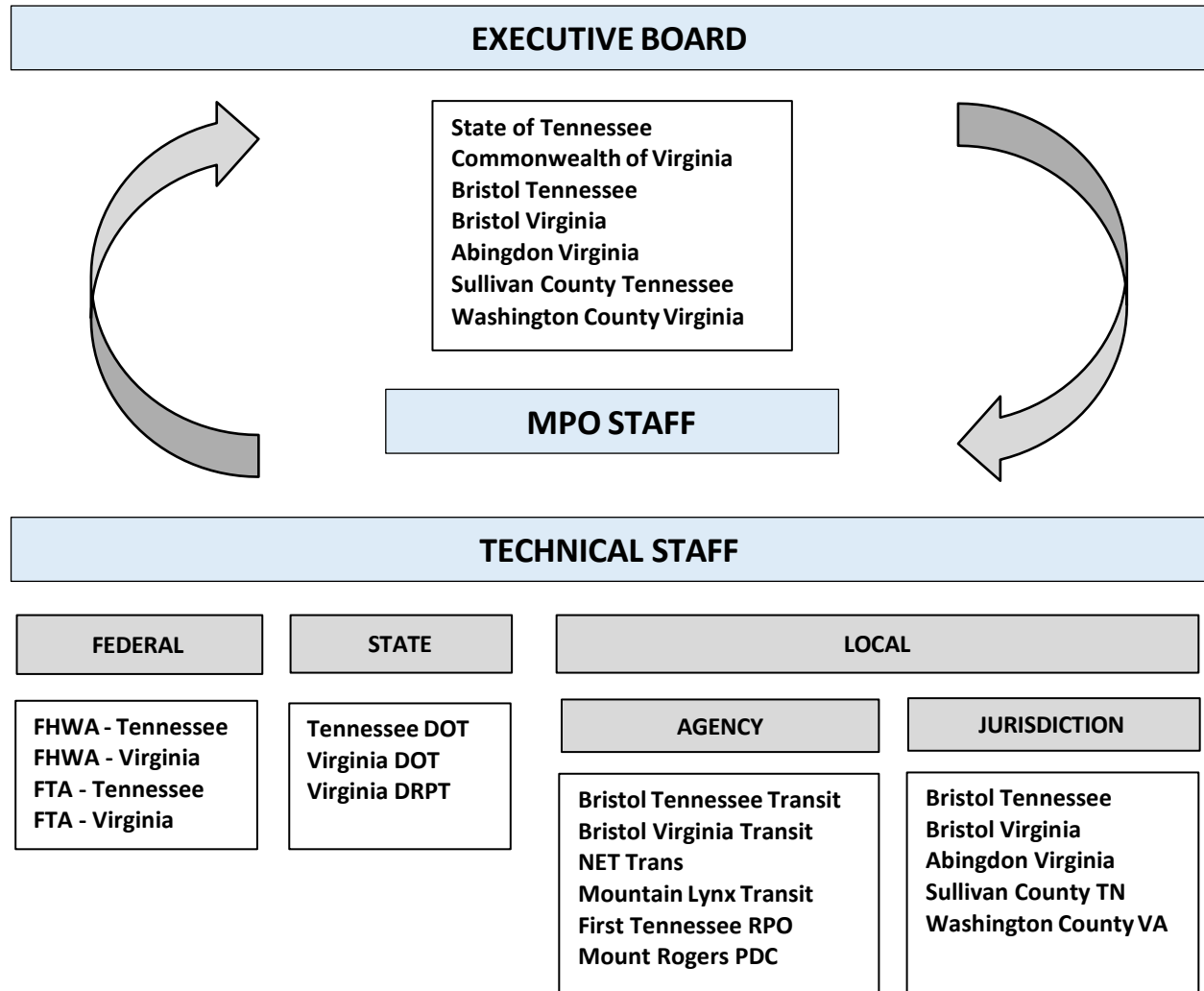


Figure 1. MPO Map

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 of the principal elected officials of the MPO governmental jurisdictions. The Technical Staff is comprised of individuals from 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.



FY 2022-2023 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.
- Adoption of the Bristol Tennessee/Virginia Urban Area FY2023-2026 Transportation Improvement Program.
- Coordination with VDOT and local jurisdictions on Round 5 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.
- Partnered/coordinated with VDOT in Project Pipeline Round 1 (Commonwealth and Euclid)

FY 2024-2025 Work Program Priorities

The UPWP for FY-2024 through FY-2025 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 2020 Census Urbanized Area (UZA) and subsequent impacts on the MPO organizational structure.
- Adjustments to the Metropolitan Planning Area boundary based on the 2020 Census UZA.
- Adjustments to the Federal Functional Classification of Highways based on the 2020 Census UZA.
- Coordination with TDOT on the Statewide Transportation Plan and with VDOT on VTrans [transportation plan] development.
- Partner/Coordinate with VDOT in Project Pipeline Round 2.
- Project planning for VDOT SMART SCALE Round 6 applications.
- Implementation of the Electronic-Unified Planning Work Program (E-UPWP) and Electronic Transportation Improvement Program (E-TIP).
- Commencement of the planning process for the 2026 update to the Long-Range Transportation Plan.
- Complete/Update UPWP, maintain financial management, conduct meetings, communicate with Executive Board and Staff.
- Revise TIP as needed and maintain balance of STBG funds (monitor projects).

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)	December 16, 2022 (Board Adoption) June 21, 2023 (STIP Approved)	November 2025 (TN)
Public Participation Plan (PPP)	August 8, 2019	As Needed
Unified Planning Work Program (UPWP)	May 11, 2023 (VA) August 10, 2023 (TN)	May 2024 (VA) August 2025 (TN)
Safety Performance Measures/Targets (PM-1)	December 16, 2022 (TN) December 16, 2022 (VA)	January 2024 (TN) January 2024 (VA)
Pavement and Bridge Condition Performance Measures/Targets (PM-2)	February 9, 2023 (TN) December 16, 2022 (VA)	January 2024 (TN) January 2024 (VA)
System Performance Measures/Targets (PM-3)	February 9, 2023 (TN) December 16, 2022 (VA)	January 2024 (TN) January 2024 (VA)
Transit Asset Management (TAM) Plan Performance Measures/Targets	February 9, 2023 (BTT) February 9, 2023 (BVT) February 9, 2023 (NET Trans) February 9, 2023 (Mountain Lynx)	January 2024 (all)
Public Transportation Agency Safety Plan (PTASP) Performance Measures/Targets	February 25, 2023	December 31, 2023

Public Participation

In accordance with the Bristol MPO Public Participation Plan (PPP), after state and federal review, the draft UPWP is made available for public review and comment for ten (10) calendar days prior to adoption. Any comments made during the public review period are recorded and addressed before the UPWP is adopted. The UPWP is reviewed and discussed at meetings of the Bristol MPO Executive Board and Executive Staff and adopted by the Executive Board. After adoption of the UPWP by the Executive Board, final approval of the UPWP is jointly issued by FHWA and FTA. The final document is available on the website and copies are available upon request.

UPWP Amendments and 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 approved by the MPO Executive Board and submitted to the State Departments of Transportation (DOT) for review and approved by FHWA. 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; and
- 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 every two years 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 but are not limited to the following programs:

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.

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 2024 and FY 2025.

UPWP FUNDING SUMMARY

REVENUE TABLE				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$525,102.60	\$31,824.40	\$ 79,561.00	\$636,488.00
Tennessee FTA 5303 (CPG)	\$ 33,918.40	\$ 2,119.90	\$ 6,359.70	\$ 42,398.00
TOTAL MPO FUNDING	\$559,021.00	\$33,944.30	\$ 85,920.70	\$678,886.00
Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia Carry-Over FHWA PL	\$ 16,182.60	\$ 2,022.83	\$ 2,022.83	\$ 20,228.25
Virginia FHWA PL	\$ 80,414.88	\$10,051.86	\$ 10,051.86	\$100,518.60
Virginia FTA 5303	\$ 43,242.00	\$ 5,406.00	\$ 5,406.00	\$ 54,054.00
Virginia FTA 5303 (Carryover)	\$ 37,212.00	\$ 4,651.50	\$ 4,651.50	\$ 46,515.00
TOTAL MPO FUNDING	\$177,051.48	\$22,132.19	\$ 22,132.19	\$221,315.85

*Virginia funding formulas will be changing for FY25. The funding tables will be updated by Amendment when the FY25 Virginia funding information is received.

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 an analysis of available crash data for the region. 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). Additionally, the MPO seeks opportunities to enhance safety initiatives and priorities of its local jurisdictions by leveraging PL funds and staff resources.

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 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, improve the 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 and state 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 LRTP the MPO promotes opportunities for a choice of mode for the movement of people and goods, including 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. Furthermore, the MPO seeks opportunities to leverage its funding to lead or support planning efforts to enhance these connections across the region.

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

In addition to the Federal Planning Factors, FHWA and FTA have jointly identified eight (8) Planning Emphasis Areas in which they will strive to coordinate with state DOT's, MPOs, and other local agencies. The Bristol MPO will continue to coordinate these planning emphasis areas along with Federal and State partners as appropriate. The eight planning emphasis areas, along with their directives to FHWA and FTA, are described below:

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 DOTs, 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.

MPO Activities: The MPO has engaged its local jurisdiction partners and transit agencies in conversations regarding active transportation infrastructure and services to identify opportunities to increase its availability and viability for all users. This work will culminate in the development of a multimodal transportation plan to be developed by the MPO in Fiscal Years 2024 and 2025. The multimodal transportation plan is expected to address major planning efforts that will increase the resiliency of the region and reduce greenhouse gas emissions by identifying priority sidewalk, multi-use path, and transit investments for each agency.

Equity and Justice 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.

MPO Activities: The MPO has coordinated with its regional transit providers to identify opportunities to improve access and service quality for underserved communities. The MPO has also leveraged its technical expertise to assist its regional transit providers in the development and maintenance of their general transit feed specification (GTFS) data to improve access to trip information online. Additionally, the MPO has planned to leverage its funding to support and expand the Local Road Safety Plan to be developed by the Cities of Bristol Tennessee and Bristol Virginia to incorporate the metropolitan planning area; the MPO also expects that such study will incorporate equity and

justice tools developed by the US Department of Transportation, the CDC, and other federal agencies into the identification and prioritization of safety project investments.

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.

MPO Activities: The MPO has assisted its jurisdictions in the development of capital investment plans, such as bus transit stops, resurfacing and restriping plans, and other efforts that presented opportunities to incorporate complete streets principles into the design and provision of public transportation infrastructure. The MPO also plans to incorporate Complete Streets principles as a guiding philosophy of its multimodal transportation plan, which will ultimately inform the development and selection of fiscally constrained and illustrative projects to be identified in the 2050 update to the long-range transportation plan.

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.

MPO Activities: The MPO has enhanced its engagement with the public on virtual platforms by making substantial improvements to the content and organization of its website, including the creation of webpages dedicated to informing the public of upcoming meetings, increasing the visibility of past meeting minutes, and ultimately providing the recordings of meetings for those unable to attend. The MPO has also invested in equipment intended to enable the MPO to hold public meetings in a hybrid virtual/in-person format. The MPO continues to engage with its state, local, and regional partners to identify additional opportunities and tools to engage the public and collect

information on the success of the MPO's efforts to engage the public in its transportation planning activities and decision-making processes.

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.

MPO Activities: While the MPO does not house a DOD facility within its urban area or planning area boundary, the MPO does engage with its neighboring MPO housed in the City of Kingsport on transportation planning activities that impact the STRAHNET system.

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)).

MPO Activities: While the MPO does not house a DOD facility within its urban area or planning area boundary, the MPO does engage with its neighboring MPO housed in the City of Kingsport on transportation planning activities that impact the STRAHNET system.

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.

MPO Activities: The MPO has laid the foundation for PEL by identifying planning and investment priorities across multiple of its local jurisdictions that consider the environmental, community, and economic goals of the region and incorporating these priorities into the scope of its special studies, which seek to identify and prioritize projects with PEL as a core principle.

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.

MPO Activities: The MPO has recognized the value that data assets play in both the local and regional planning processes. To improve the level of access to regional transportation data assets, the MPO has made significant efforts to develop regional transportation datasets, including pedestrian and bicycle networks, public transportation service routes and areas, and regional crash databases, that may be leveraged by the MPO's partners in the transportation planning and decision-making processes. Additionally, the MPO has partnered with its neighbors in the Kingsport Metropolitan Transportation Planning Organization and the Johnson City Metropolitan Transportation Planning Organization to build the capacity for interregional data sharing on projects and infrastructure assets that are significant for the greater Tri-Cities TN-VA region. The MPO will continue to leverage its technical capacity and available resources to develop and maintain other resources that play a major role in the transportation planning process.

STATEWIDE [TENNESSEE] PLANNING EMPHASIS AREAS

The Tennessee Department of Transportation has identified five (5) planning priorities for the FY 2024-2025 program period. These initiatives, along with MPO planning activities are described below.

Virtual Public Involvement (VPI)

MPO Activities: Under the authority of Tennessee Executive Orders and Virginia Legislative Action, MPO meetings had been conducted electronically in response to the COVID-19 pandemic since early 2020. The MPO will continue to incorporate VPI activities for public input opportunities in the development of transportation plans and programs. The MPO will continue to hold public meetings with a hybrid accessibility option.

Transportation Planning Grants

MPO Activities: The MPO will collaborate with local jurisdictions in support of Transportation Planning Grant applications that align with the planning activities of the MPO. These planning efforts shall consider safety as the number one priority. The MPO is currently assisting the City of Bristol, TN on the "West State Street Corridor" Transportation Planning Grant and will continue to provide information and assist as needed.

Electric Vehicle Infrastructure

MPO Activities: The BIL establishes a National Electric Vehicle Infrastructure Program (NEVI) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. The MPO will consider the time investment of assisting municipalities, within their planning boundaries, with NEVI grant opportunities.

PROTECT Program

MPO Activities: The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The MPO will consider the time investment of assisting municipalities, within their planning boundaries, with PROTECT grant opportunities.

Carbon Reduction Program

MPO Activities: The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. The MPO should develop a method to ensure carbon reduction strategies are included in local projects. The MPO will consider time requirements for soliciting projects for Carbon Reduction funding and assist municipalities, within the planning boundary, with Carbon Reduction grant opportunities.

STATEWIDE [VIRGINIA] PLANNING EMPHASIS AREAS

VTrans, Virginia's Transportation Plan, guides policies and investments to improve transportation networks. VTrans has four focus areas (Transportation Vision, Transportation Needs and Priorities, Long-term Risk and Opportunity Register, and Strategic Actions). As part of the Transportation Vision, the Commonwealth Transportation Board has identified five (5) Goals and Objectives. These Goals and Objectives are described below:

Goal A – Economic Competitiveness and Prosperity

Invest in a transportation system that supports a robust, diverse, and competitive economy.

- Objective A.1. Reduce the amount of travel that takes place in severe congestion.
- Objective A.2. Reduce the number and severity of freight bottlenecks.
- Objective A.3. Improve reliability on key corridors for all modes.

MPO Activities: The MPO partners with its local jurisdictions and state partners in the identification, planning, and implantation of strategies and projects aimed at reducing the impacts of congestion on the reliability of travel along the region's thoroughfares.

Goal B – Accessible and Connected Places

Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.

- Objective B.1. Reduce average peak-period travel times in metropolitan areas.
- Objective B.2. Reduce average daily trip lengths in metropolitan areas.
- Objective B.3. Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas.

MPO Activities: The MPO collects and maintains sociodemographic information and incorporates such data into its regional travel demand modeling processes to identify opportunities to improve accessibility for users.

Goal C – Safety for All Users

Provide a safe and secure transportation system for passengers and goods on all travel modes.

- Objective C.1. Reduce the number and rate of motorized fatalities and serious injuries.
- Objective C.2. Reduce the number of non-motorized fatalities and serious injuries.

MPO Activities: The MPO collaborates with its state and local agency partners to analyze safety trends within the region and prioritize investment in projects that address demonstrated and potential safety issues within the multimodal transportation network.

Goal D – Proactive System Management

Maintain the transportation system in good condition and leverage technology to optimize existing and new

infrastructure.

- Objective D.1. Improve the condition of all bridges based on deck area.
- Objective D.2. Increase the lane miles of pavement in good or fair condition.
- Objective D.3. Increase percent of transit vehicles and facilities in good or fair condition.

MPO Activities: The MPO leverages resources available through the State of Good Repair program to prioritize public investment such that the region's jurisdictions can achieve the highest potential percentage of assets in good or fair condition possible. The MPO also assists its regional transit providers in the development and maintenance of their public transportation asset management plans on a regular basis.

Goal E – Healthy Communities and Sustainable Transportation Communities

Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic, and cultural resources.

- Objective E.1. Reduce per-capita vehicle miles traveled.
- Objective E.2. Reduce transportation related emissions.
- Objective E.3. Increase the number of trips traveled by active transportation (bicycling and walking).

MPO Activities: The MPO aims to assist its localities in the development of active transportation infrastructure within existing urban areas to concentrate development activity in the established built environments and minimize the impact to the region's agricultural, natural, historic, and cultural resources.

For more information, visit the VTrans website at www.vtrans.org.

REGIONAL PLANNING PRIORITIES

Under 23 CFR 450.306(a) the MPO, in cooperation with the state and public transportation operators must develop Long-Range Transportation Plans and Transportation Improvement Programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the state. The planning priorities for the region are intended to facilitate the development, management, and operation of an integrated, intermodal transportation system that enables the safe, efficient, and economical movement of people and goods.

The activities listed in the UPWP are driven by the Federal Planning Factors, Federal Planning Emphasis Areas, Statewide Planning Priorities, and the Regional Planning Priorities identified through the development of the Long-Range Transportation Plan. The Regional Planning Priorities are described below:

Goal: System Efficiency and Asset Management

Develop and maintain a transportation system to move people and goods at the most effective level of public and private cost.

- Maintain the efficiency and state of good repair of the existing transportation system.
- Maximize the cost-effectiveness of transportation investments.
- Select and program projects based on identified need and effectiveness.

MPO Activities: The MPO utilizes resources available through both TDOT and VDOT to prioritize public investment such that the region's jurisdictions can achieve the highest potential percentage of assets in good or fair condition possible. Additionally, the MPO applies its regional travel demand model in the development of transportation project and investment priorities to assess the cost-effectiveness of such projects and priorities.

Goal: Economic Development

Provide transportation resources to support economic growth and strengthen the regional economy.

- Enhance the transportation access to commercial and industrial areas.
- Increase the accessibility options for freight movement.

- Proactively plan and accommodate for growth in the regional economy.

MPO Activities: The MPO collaborates with its state and local partners to identify opportunities to enhance the accessibility and mobility of freight in the region while prioritizing growth-supportive projects in its investment strategies.

Goal: Healthy and Sustainable Communities

Develop a transportation system to preserve and enhance the natural environment and improve quality of life.

- Minimize adverse environmental impacts of the urban transportation system.
- Reduce vehicle emissions and promote activities that reduce greenhouse gases.
- Coordinate the provision of transportation facilities with land use activities to promote active transportation and healthy multimodal lifestyles that minimize single-occupancy vehicle travel.

MPO Activities: The MPO leverages state resources to monitor environmental quality based on existing conditions and identifies opportunities to partner with its local jurisdictions and public transportation providers to tie land use activities to existing and future active transportation assets.

Goal: Mobility Options

Develop a transportation system that provides an opportunity for a choice of mode for the movement of people and goods.

- Encourage the development of bicycle facilities, sidewalks, and greenways.
- Enhance the connectivity of the transportation system between modes.
- Maintain an efficient and cost-effective public transportation system.

MPO Activities: The MPO assesses existing opportunities for intermodal connectivity within the region and identifies opportunities to strategically invest in the development of new links within the system that enhance the viability of cost-effectiveness of non-motorized and public transportation modes of travel.

Goal: User Safety and Security

Develop a transportation system for the movement of people and goods, which is safe for all modes and provides security for users and transportation infrastructure.

- Reduce motorized crashes, injuries, and fatalities.
- Reduce non-motorized crashes, injuries, and fatalities.
- Coordinate with state and local agencies to improve transportation security for critical infrastructure.

MPO Activities: The MPO performs annual crash analyses to assist its local jurisdictions in the identification and prioritization of countermeasures aimed at reducing fatal and major injury crashes in the region. The MPO also assists its regional transit providers in the development and maintenance of their public transportation agency safety plans (PTASPs) to ensure the safety and well-being of riders and front-line workers.

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 IJJA, 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

Responsible Agencies: Bristol MPO, TDOT, VDOT, Local Jurisdictions, FHWA, FTA

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:

- A continuing work activity (following UPWP guidelines and directives)
- Coordination of the MPO Executive Board and Technical Staff
- Prepared, adopted, implemented, and managed the FY22-23 UPWP
- Oversaw both PL highway planning as well as Section 5305 multimodal/transit planning activities. (TN and VA)
- Prepared quarterly progress reports and reimbursement requests for MPO.
- Managed financial issues and provided accountability of state, federal, and local funds linked to MPO operations and projects (TN, VA PL and Sect. 5303 funds)
- Title VI Compliance Reports submitted to both TDOT and VDOT
- Utilized adopted Public Participation Plan (PPP)
- Continued modifications to MPO website to provide users with better access to information on transportation planning activities.
- Maintained oversight on all priority products, including TIP, LRTP, TPRs (TDOT studies), In-house studies, etc., as well as efforts to achieve goals and objectives as set forth in the UPWP and LRTP by the Executive Board, staff, and representative jurisdictions. This includes furthering plans for highway projects, multimodal projects, and other non-motorized projects in Tennessee and Virginia.
- Fiscal Year 2022 and 2023 highlights included adoption and utilization of the current (2023-2026) Transportation Improvement and continued various planning studies.
- Attended MPO statewide and regional (virtual) meetings in Tennessee and Virginia, conducted virtual and hybrid Executive Board meetings, and completed modifications and amendments to the current TIP.

Subtask Activities for Fiscal Years 2024-2025 (Responsible Agency):

SUBTASK 1. Program Administration and Coordination

- Prepare/review proposals, contracts, progress reports, invoices, budgets, schedules, meeting minutes, and meeting reports; assist member agencies, jurisdictions, organizations, and the public with MPO related activities and information; 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; Update and maintain any required Memorandums of Understanding and/or Agreement with other MPOs, TDOT, VDOT or public transit providers. (Bristol MPO, TDOT, VDOT)

SUBTASK 2. Financial Management and Progress Reporting

- 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. (Bristol MPO)

SUBTASK 3. Supplies/Equipment/Capital Purchases

- Purchase of items including, but not limited to, meeting supplies, office supplies, desktop software, office equipment (such as computers and printers less than \$5,000), office furniture, publications, and duplication services, when necessary, for day-to-day operations. Also, purchase of services, such as translation and captioning, as needed. All expenses over \$5,000 will be preceded by FHWA approval; Maintain computer software subscriptions and licenses for essential functions, such as TransCAD, PDF editing, traffic count

processing, and other programs as needed; Purchase borrowed obsolete furniture by purchasing new office (with individual pieces costing less than \$5,000). (Bristol MPO)

SUBTASK 4. Public Involvement/Committees

- Prepare for and host Executive Board, Technical Coordinating Committee, and public meetings/workshops as needed; ongoing implementation of the Public Participation Plan; issue public notification for meetings and other products including public review periods for programs/plans/studies; maintain MPO email distribution lists (annual subscription of Constant Contact platform); and update and maintain the MPO website. (Bristol MPO, TDOT, VDOT)

SUBTASK 5. Unified Planning Work Program

- Implementation and maintenance of the FY 2024-2025 UPWP, including Amendments/Administrative Modifications as needed; and develop and adopt the FY 2026-2027 Unified Planning Work Program. (Bristol MPO, TDOT, VDOT)

SUBTASK 6. Title VI

- Maintain Title VI Plan; complete assurances; complete/submit Title VI reports as requested; monitor small and Disadvantaged Business Enterprise (DBE) participation in MPO professional services; and ongoing coordination of the MPO transportation planning process for compliance with the requirements of Title VI and Environmental Justice. (Bristol MPO, TDOT, VDOT)

SUBTASK 7. MPO Urban Area and Planning Area Boundaries Update

- Perform administrative functions associated with the Census 2020 designation of urban areas; Adjust Census 2020 urban area boundary per FHWA guidelines in collaboration with TDOT and VDOT; and Coordinate with Kingsport MTPO and Johnson City MTPO on adjustment of adjacent UA boundaries. (Bristol MPO, TDOT, VDOT)
- Adjust the MPA to include the addition or removal of urbanized area as designated by the 2020 Census; Coordinate with Federal/State agencies, transit providers, and local jurisdictions to update the MPO Metropolitan Planning Area (MPA) to reflect their expertise and expected growth and development patterns; and Amend agreements with TDOT, VDOT, and [as needed] the Kingsport and Johnson City MPOs to identify and coordinate divisions of transportation planning responsibility. (Bristol MPO, TDOT, VDOT)

SUBTASK 8. Training/Workshop Attendance

- Attend trainings, conferences, workshops, webinars, virtual meetings/trainings to ensure compliance with regulations and maintain proficiency in MPO related topics – including, but not limited to: Tennessee County Highway Officials Association (TCHOA), Tennessee Model Users Group (TNMUG), Tennessee Transportation Assistance Program (TTAP), AASHTOWare Safety, Association of Metropolitan Planning Organizations (AMPO) and Virginia Association of Metropolitan Planning Organizations (VAMPO). (Bristol MPO)

SUBTASK 9. MPO Bylaws and Adherence to Federal Regulations

- As needed, review and/or modify bylaws; Process annual and other periodic certifications and assurances, as requested by TDOT, VDOT, FHWA, FTA; and monitor MPO member jurisdictions for compliance with the ADA. (Bristol MPO)

SUBTASK 10. Project Initiation/Consultant Selection

- Assist local jurisdictions with project initiation tasks; prepare and distribute Request for Qualifications (RFQ) and Request for Proposals (RFP) as appropriate; review, score, and select consultants. (Bristol MPO)

SUBTASK 11. Meetings/Memberships

- Attend statewide monthly conference calls, quarterly meetings, annual conference, and other meetings with TDOT, VDOT, and other MPOs; attend conference calls and meetings with the TN MPO Association; attend meetings of the First Tennessee Rural Planning Organization (RPO); attend other local, state, and federal meetings related to transportation planning; and obtain/maintain membership in local, state, and/or national professional organizations as appropriate [examples: Association of Metropolitan Planning Organizations (AMPO), Institute of Transportation Engineers (ITE), American Planning Association (APA)]. (Bristol MPO)

Deliverables Schedule

- Attend meetings, trainings, workshops, and conferences. *(Ongoing/As Needed)*
- Prepare and distribute documentation for MPO meetings as required, such as resolutions, agendas, notices, and related information. *(Ongoing/As Needed)*
- Prepare and submit quarterly billings/invoices and progress reports. *(Quarterly)*
- Prepare and submit performance and expenditures annual report. *(Annually)*
- Title VI, Environmental Justice, and DBE compliance monitoring/reporting. *(Ongoing/As Needed)*
- Continued communication/coordination with local jurisdictions. *(Ongoing/As Needed)*
- Maintenance of MPO website. *(Ongoing/As Needed)*
- Update MPO Bylaws. *(As Needed)*
- Prepare/distribute RFQs and/or RFPs and review, score, and select consultants. *(As Needed)*
- Maintain and update FY24-25 UPWP *(Ongoing/As Needed)*
- Development of FY26-27 UPWP *(Draft: April 2025)*
- Implement, maintain, and update the Public Participation Plan. *(Ongoing/As Needed)*
- Review and update the Urban Area and Metropolitan Planning Area boundaries. *(Fall 2023/Spring 2024)*

Funding Summary

Task I				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$ 89,073.60	\$ 5,567.10	\$ 16,701.30	\$ 111,342.00
TOTAL	\$ 89,073.60	\$ 5,567.10	\$ 16,701.30	\$ 111,342.00

Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia FHWA PL (BRISTOL, VA)	\$ 17,896.00	\$ 2,237.00	\$ 2,237.00	\$ 22,370.00
Virginia FHWA PL (BRISTOL, TN)	\$ 17,896.00	\$ 2,237.00	\$ 2,237.00	\$ 22,370.00
TOTAL	\$ 35,792.00	\$ 4,474.00	\$ 4,474.00	\$ 44,740.00

TASK II: DATA COLLECTION, MAINTENANCE, AND ANALYSIS

Responsible Agencies: Bristol MPO, TDOT, VDOT, Local Jurisdictions, Consultant, Public Transportation Agencies, and DRPT.

Purpose: To collect and maintain an Inventory of transportation, traffic, safety, demographic, and land-use data and analyze it as it relates to the update of the LRTP and other various plans, programs, and studies.

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.

Subtask Activities for Fiscal Years 2024-2025 (Responsible Agency):

SUBTASK 1. 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; Purchase, maintain, and update traffic counting equipment, tools, and personal protective equipment to improve staff safety and efficiency; and continue to work with the TDOT Active Transportation Counts program to collect counts of bicyclists and pedestrians. *(Bristol MPO, TDOT, VDOT, Local Jurisdictions)*

SUBTASK 2. Socioeconomic Data Collection and Dissemination

- 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; Continue to review and analyze 2020 Census data as it is released. Compile 2020 Census data for the Metropolitan Planning Area by Census Tract and Block geography; and update Traffic Analysis Zones as needed, as well as TAZ population and employment data. *(Bristol MPO, TDOT, VDOT, Local Jurisdictions)*

SUBTASK 3. Functional Classification Maintenance and Updates

- Update of the Federal Functional Classifications of Highways based on the 2020 Census urbanized designation and adjusted UA boundary. Coordination with Kingsport and Johnson City MTPOs, as needed, on adjoining UA boundaries and corresponding highway classifications. *(Bristol MPO, TDOT, VDOT, Local Jurisdictions)*

SUBTASK 4. Modeling

- The MPO will review member jurisdiction's and state DOTs 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; 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; and maintain the database for TransCAD model, which includes economic, population and socioeconomic data, for the future update of the MTP – this would include purchase of databases, such as ReferenceUSA and Woods & Poole data, if available. *(Bristol MPO, TDOT, VDOT, Local Jurisdictions)*

SUBTASK 5. Land and Travel Demand Model

- Collect and/or purchase data to maintain the database for TransCAD model including economic, population, and socio-economic data for the future update of the Long-Range Transportation Plan (LRTP); Travel Demand Model runs for special studies or project needs/changes as needed; begin preparation for 2050 LRTP. *(Bristol MPO, TDOT, VDOT, Consultant)*

SUBTASK 6. 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; 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; 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; and participate on the Bristol Virginia Transportation Safety Committee to support MPO-related issues for consistency with the Long-Range Transportation Plan goals and objectives. *(Bristol MPO, TDOT, VDOT)*

SUBTASK 7. GIS Data Development and Maintenance

- Enhance 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. *(Bristol MPO, TDOT, VDOT)*

SUBTASK 8. Transit Data Collection and Maintenance

- Collect, maintain, and update transit ridership data to improve services for regional transit partners and coordinate with other modes of travel, including bicycle and pedestrian data within new routes and services areas; and assist regional transit partners in development and maintenance of General Transit Feed Specification (GTFS) data in anticipation of FTA rule changes surrounding National Transit Database (NTD) annual reporting and to improve availability and transparency of transit services to riders. *(Bristol MPO, Public Transportation Agencies)*

SUBTASK 9. Performance Measurements

- As part of the Performance Management (PM) and Measurements initiative, federal legislation requires the establishment and maintenance of state and metropolitan-wide level transportation “performance targets”. During Fiscal Years 2024 and 2025 the MPO will continue to follow the PM program and maintain compliance to the regulations and directives, as set forth by FHWA, FTA, TDOT, VDOT, and DRPT, as well as area transit agencies, regarding development of these targets; publish and adopt updated annual reports on periodic targets set by VDOT, TDOT, and (if preferred) the MPO staff and Board for PM1, PM2, and PM3; and In cooperation with TDOT and 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. *(Bristol MPO, TDOT, VDOT, Public Transportation Agencies, DRPT)*

SUBTASK 10. MPO Urban Area and Planning Area Boundaries Update

- Update and maintain the MPO UA and MPA boundaries consistent with Task I Subtask 7, hosting the data in a publicly accessible location to ensure local jurisdictions, public transportation providers, and regional partners have convenient access to the boundaries for inclusion in their transportation planning activities. *(Bristol MPO, TDOT, VDOT)*

Deliverables Schedule

- Renew TransCAD license. *(Annually)*
- Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, and other traffic data for planning and design studies. *(Ongoing/As Needed)*
- Annual MPA crash analysis report. *(Annually)*
- Maintenance of the Travel Demand Model. *(As Needed)*
- Update demographic and land use databases. *(Ongoing)*
- Monitor, review, and maintain performance measures/targets (PM1, PM2, PM3) and incorporate in the transportation planning process. *(Annually or As Needed)*
- Special traffic counts and speed studies. *(As Needed)*
- Begin data collection for 2050 LRTP. *(FY25)*
- Update the Bristol Urban Area boundary and secure approval from both the State of Tennessee and the Commonwealth of Virginia. *(Fall 2023/Spring 2024)*
- Update the Metropolitan Planning Area boundary. *(Before the adoption of the 2050 LRTP)*

Funding Summary

Task II				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$ 62,008.00	\$ 3,875.50	\$ 11,626.50	\$ 77,510.00
TOTAL	\$ 62,008.00	\$ 3,875.50	\$ 11,626.50	\$ 77,510.00

Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia FHWA PL (BRISTOL, VA)	\$ 8,050.00	\$ 1,006.25	\$ 1,006.25	\$ 10,062.50
Virginia FHWA PL (BRISTOL, TN)	\$ 8,050.00	\$ 1,006.25	\$ 1,006.25	\$ 10,062.50
TOTAL	\$ 16,100.00	\$ 2,012.50	\$ 2,012.50	\$ 20,125.00

TASK III: SHORT RANGE PLANNING

Responsible Agencies: Bristol MPO, TDOT, VDOT, FHWA, DRPT, Public Transportation Agencies, Local Jurisdictions

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

Previous Work: Maintenance of the FY2020-2023 TIP; development of FY2023-2026 TIP; implementation of eTIP/eSTIP platform; incorporation of performance-based planning and programming in the TIP process; publication of the Annual Listing of Obligated Projects; and track balance of local STBG funds.

Subtask Activities for Fiscal Years 2024-2025 (Responsible Agency):

SUBTASK 1. Transportation Improvement Program (TIP)

- Maintenance of the FY 2023-2026 Transportation Improvement Program; Amendments and Administrative Modifications Adjustments as required for revised project funding and program implementation; use and maintain the new eSTIP software to process amendments and administrative modifications; provide consultation with local officials, TDOT, and VDOT to maintain a financially feasible TIP and to ensure project implementation and delivery as scheduled; TDOT and VDOT will coordinate, review and assist the Bristol MPO in maintenance of the TIP as it relates to the successful implementation and deployment of local projects. TDOT and VDOT will coordinate projects with FHWA on behalf of the Bristol MPO and participate in Bristol MPO meetings. *(Bristol MPO, TDOT, VDOT, Public Transportation Agencies, Local Jurisdictions)*

SUBTASK 2. Annual Listing of Obligated Projects

- Develop and publish the annual listing of Federally obligated projects for the Metropolitan Planning Area in coordination with TDOT, VDOT, DRPT. *(Bristol MPO, TDOT, VDOT, DRPT)*

SUBTASK 3. Environmental Impact Assessments

- Assure that all member jurisdictions comply with and follow applicable environmental regulations, including the National Environmental Protection Act and other USDOT policies, required for TIP or LRTP projects using federal funds. *(Bristol MPO)*

Deliverables Schedule

- Maintenance of FY23-26 TIP. *(Ongoing/As Needed)*
- Annual Listing of Obligated Projects. *(Annually)*

Funding Summary

Task III				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$ 10,108.80	\$ 631.80	\$ 1,895.40	\$ 12,636.00
TOTAL	\$ 10,108.80	\$ 631.80	\$ 1,895.40	\$ 12,636.00

Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia FHWA PL (BRISTOL, TN)	\$ 2,160.00	\$ 270.00	\$ 270.00	\$ 2,700.00
Virginia FHWA PL (BRISTOL, VA)	\$ 2,160.00	\$ 270.00	\$ 270.00	\$ 2,700.00
TOTAL	\$ 4,320.00	\$ 540.00	\$ 540.00	\$ 5,400.00

TASK IV: LONG RANGE PLANNING

Responsible Agencies: Bristol MPO, TDOT, VDOT, DRPT, Public Transportation Agencies, Local Jurisdictions, Other Stakeholders, Consultant.

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; Virginia Project Pipeline Round 1; Bristol, Tennessee ADA Transition Plan; Virginia VTrans Plan.

Subtask Activities for Fiscal Years 2024-2025 (Responsible Agency):

SUBTASK 1. Long-Range Transportation Plan Maintenance and Update

- As needed, maintenance of the Bristol Tennessee-Virginia Urban Area Long-Range Transportation Plan Year 2045 for amendments and/administrative modifications; commence planning activities, including but not limited to the procurement process to secure a consultant, for the *Bristol Tennessee-Virginia Urban Area Long-Range Transportation Plan Year 2050*; 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; provide technical support for Virginia jurisdictions implementation of SMART SCALE projects. The MPO will provide planning support to local jurisdictions for Round 6 applications for the District Grant Program funding as well as any application submittals by the MPO for State-wide High Priority Project funding; and assist VDOT with all planning processes, including but not limited to the STARS Program and Project Pipeline. *(Bristol MPO, TDOT, VDOT, Public Transportation Agencies, Local Jurisdictions, Other Stakeholders, Consultant)*

SUBTASK 2. Utilize Current Travel Demand Model (Research)

- Continue to utilize the current travel demand model for additional planning, research, and project evaluation, particularly where significant changes in traffic flow may be occurring due to new commercial, residential, or service development within the MPO area – as identified in the 2045 LRTP. *(Bristol MPO)*

SUBTASK 3. Congestion Management Planning/Air Quality

- Monitor the air quality of the MPA to assure standards are being met; update/develop plans, models, and documents as necessary if the MPA becomes nonattainment; and continue participation in meetings/training on air quality including the Tennessee Statewide Interagency Consultation (IAC) group. *(MPO, TDOT)*

SUBTASK 4. Freight and Rail

- 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; and keep informed on freight topics such as weigh-in-motion and truck parking/rest areas. *(MPO, TDOT, VDOT, DRPT)*

SUBTASK 5. Intelligent Transportation Systems

- Develop forecasts and evaluate future traffic conditions that can be managed through Intelligent Transportation Systems. Plan for operational and capital solutions that address these needs. Priorities and funding for ITS applications will be established through the LRTP. TDOT and VDOT are investing funds for ITS along Interstate 81. *(Bristol MPO)*

Deliverables Schedule

- Maintain 2045 LRTP with Amendments and Administrative Modifications *(Ongoing/As Needed)*
- Begin 2050 LRTP update including the procurement to secure a consultant *(FY25)*
- Continuation of a 3C transportation planning process that considers all modes of travel. *(Ongoing)*
- Coordination with local jurisdictions on comprehensive land use and economic development plans. *(Ongoing/As Needed)*
- Coordination with TDOT and VDOT on statewide long-range transportation planning activities and corridor studies. *(Ongoing/As Needed)*
- Virginia SMART SCALE applications. *(As Needed)*

Funding Summary

Task IV				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$ 84,000.00	\$ 5,250.00	\$ 15,750.00	\$ 105,000.00
TOTAL	\$ 84,000.00	\$ 5,250.00	\$ 15,750.00	\$ 105,000.00
Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia FHWA PL (BRISTOL, TN)	\$ 3,440.00	\$ 430.00	\$ 430.00	\$ 4,300.00
Virginia FHWA PL (BRISTOL, VA)	\$ 3,440.00	\$ 430.00	\$ 430.00	\$ 4,300.00
TOTAL	\$ 6,880.00	\$ 860.00	\$ 860.00	\$ 8,600.00

TASK V: MULTIMODAL PLANNING

Responsible Agencies: Bristol MPO, TDOT, VDOT, FTA, DRPT, and Public Transportation Agencies, Local Jurisdictions.

Purpose: Continue to develop and update inventories of multimodal facilities, services, and programs for the MPO Planning Area and periodically evaluate these for shortages and/or gaps, thus enabling the planning process to produce more effective and advanced multimodal short- and long-range plans. An emphasis is placed on public transit, bicycle, and pedestrian plans and program, with progression towards capital improvements and improved service in these areas. Multimodal planning in the Virginia portion of the MPO also includes continued planning support and development of the rural public transit program, specifically Mountain Lynx Transit that serves as a link to other programs. Urban systems that link to rural systems includes Bristol Tennessee Transit (BTT), Bristol Virginia Transit (BVT), and Northeast Tennessee Regional Public Transportation System (NET Trans). The MPO will continue to work with all service providers in the metropolitan planning area that receive FTA funds in the following programs: Section 5303, Section 5307, Section 5309, Section 5310, Section 5311, and Section 5339. Also, planning assistance will also be provided for recipients of state funds, including UROP in Tennessee. Additionally, the MPO staff will identify and evaluate locations in the MPO area where multimodal connections can and should be made, particularly at the end of routes (first/last mile) for transit, bike paths, and pedestrian facilities. Also, MPO staff will study ways to incorporate safety measures into these transfer points.

Previous Work:

- Compiled National Transit Database and Title VI reports.
- Compiled quarterly Financial Status and Milestone Reports.
- Maintained transit ridership and performance data.
- Maintained transit element for the Transportation Improvement Program.
- Updated Virginia DRPT Transit Development Plan.
- Coordinated with rural transit providers on funding regional services.
- Updated Transit Asset Management plans and targets.

Subtask Activities for Fiscal Years 2024-2025 (Responsible Agency):

SUBTASK 1. Transit Planning

- Assist 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; coordinate with rural transit providers on regional transportation issues related to urbanized area funding and public transportation services within the Metropolitan Planning Area; maintenance of the annual progress report and updates to the Transit Development Plan (TDP) for Bristol Virginia Transit; incorporate expansion, enhancement, and increased use of transit services 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; investigate opportunities for regional coordination of transit services. Investigate the need for expanded regional transit services, including park-and-rides, providing transit services to industrial parks, and connectivity to regional transportation hubs, i.e., the Tri-Cities Airport (TRI); and pursue and support opportunities to study regional transit connectivity with transit services outside the MPO Planning Area. (Bristol MPO, DRPT, Public Transportation Agencies, TDOT, VDOT, District Three Governmental Cooperative)

SUBTASK 2. Bicycle/Pedestrian/Alternative Transportation

- Offer technical assistance to local jurisdictions and governmental partners and small to large-scale community organizations interested in transportation and respond to community enquiries related to multimodal transportation; focus on evaluating mobility needs for specific subareas within the metropolitan planning area that include sidewalks, trails, greenways, and “mobility paths” to accommodate pedestrians and bicyclists, particularly for vulnerable road user populations; 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; and 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. (Bristol MPO, TDOT, VDOT, DRPT, Local Jurisdictions, Public Transportation Agencies)

Deliverables Schedule

- Grant Administration and reporting for BTT and BVT. *(Ongoing)*
- Continued coordination with Public Transportation Agencies. *(Ongoing)*
- National Transit Database reporting for BVT and BTT. *(Ongoing)*
- Update to Public Transportation Agency Safety Plan. *(Annually)*
- BVT Transit Development Plan Annual Progress Report. *(Annually)*
- Assist/support public transportation agencies with reports and updates to MTPO plans/programs. *(As Needed)*
- Distribute information and assist local jurisdictions in the grant application process for multimodal grants. *(As Needed)*

Funding Summary

Task V				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FTA Section 5303(CPG)	\$ 33,918.40	\$ 2,119.90	\$ 6,359.70	\$ 42,398.00
TOTAL	\$ 33,918.40	\$ 2,119.90	\$ 6,359.70	\$ 42,398.00
Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia FTA Section 5303	\$ 43,242.00	\$ 5,406.00	\$ 5,406.00	\$ 54,054.00
Virginia FTA Section 5303 Carryover	\$ 37,212.00	\$ 4,651.50	\$ 4,651.50	\$ 46,515.00
TOTAL	\$ 80,454.00	\$ 10,057.50	\$ 10,057.50	\$ 100,569.00

TASK VI: SPECIAL STUDIES

Responsible Agencies: Bristol MPO, TDOT, VDOT, FTA, DRPT, Local Jurisdictions, Public Transportation Agencies.

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.

Subtask Activities for Fiscal Years 2024-2025 (Responsible Agency):

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 1. Transportation Systems Management and Operations

- TDOT conducts, upon requests from local officials, Road Safety Audits 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. (TDOT)

SUBTASK 2. Corridor Study

- VDOT Bridge Study for the replacement of the Piedmont Avenue bridge from State Street to north of Sycamore Street. 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; Assist the City of Bristol, TN with the West State Street Corridor Study. (Bristol MPO, VDOT)

SUBTASK 3. Multimodal Transportation Plan

- Commence planning activities to develop a regional multimodal transportation plan that identifies projects to incorporate into local and regional work programs to enhance and preserve existing multimodal infrastructure as well as construct missing connections between existing infrastructure. Identify safety improvements to incorporate Complete Streets initiatives and planning principles into identified strategies and projects. (Bristol MPO, TDOT, VDOT, DRPT, Public Transportation Agencies) *This subtask will be a Complete Streets initiative and will utilize the Complete Streets Waiver of 2.5% of the total TN-PL funds.

SUBTASK 4. Local Road Safety Plan

- Develop a regional Local Road Safety Plan (LRSP) that identifies transportation safety issues across the Metropolitan Planning Area and recommends countermeasures to address them. (Bristol MPO, TDOT, VDOT, DRPT)

SUBTASK 5. Resurfacing and Striping Plan

- Coordinate with the City of Bristol Tennessee and Sullivan County in submitting an RFP and developing a resurfacing and striping plan. Develop a database of the street network, assess and rank segments. The plan will help to ensure the appropriate paving needs and schedule for a community. This plan will be used to help select resurfacing projects. (Bristol MPO)

SUBTASK 6. EV Charging Infrastructure Plan

- Coordinate with partner agencies and local jurisdictions to identify opportunities to fund and develop an electric vehicle charging infrastructure plan, the scope of which has yet to be identified. (Bristol MPO, Local Jurisdictions, Public Transportation Agencies)

Deliverables Schedule

- Commence planning activities to develop a regional Multimodal Transportation Plan. *(Beginning FY24)*
- Commence planning activities for a Local Road Safety Plan. *(FY24)*
- Develop a Resurfacing & Striping plan with TN Local Jurisdictions. *(Beginning FY24)*
- Coordinate with partner agencies and local jurisdictions to identify opportunities to fund EV infrastructure. *(Ongoing)*

Funding Summary

Task VI				
Tennessee Fiscal Year 2024 & 2025				
Funding Source	Federal	State	Local	Total
Tennessee FHWA PL (CPG)	\$279,912.20	\$16,500.00	\$ 33,587.80	\$330,000.00
TOTAL	\$279,912.20	\$16,500.00	\$ 33,587.80	\$330,000.00

Virginia Fiscal Year 2024				
Funding Source	Federal	State	Local	Total
Virginia FHWA PL (BRISTOL, TN)	\$ 33,505.48	\$ 4,188.19	\$ 4,188.19	\$ 41,881.85
TOTAL	\$ 33,505.48	\$ 4,188.19	\$ 4,188.19	\$ 41,881.85

This subtask will be a Complete Streets initiative and will utilize the Complete Streets Waiver of 2.5% of the total TN-PL funds. The 2.5% Complete Streets Waiver is programmed in the table above.

Tennessee FY 2024 & 2025							
Tasks by Funding Source	FHWA			FTA			TOTAL
	PL (CPG)	TDOT	Local	FTA 5303 (CPG)	TDOT	Local	
I. Program Administration	\$ 89,073.60	\$ 5,567.10	\$ 16,701.30	\$ -	\$ -	\$ -	\$ 111,342.00
II. Data Collection, Maintenance, and Analysis	\$ 62,008.00	\$ 3,875.50	\$ 11,626.50	\$ -	\$ -	\$ -	\$ 77,510.00
III. Short Range Planning	\$ 10,108.80	\$ 631.80	\$ 1,895.40	\$ -	\$ -	\$ -	\$ 12,636.00
IV. Long Range Planning	\$ 84,000.00	\$ 5,250.00	\$ 15,750.00	\$ -	\$ -	\$ -	\$ 105,000.00
V. Multimodal Planning	\$ -	\$ -	\$ -	\$ 33,918.40	\$ 2,119.90	\$ 6,359.70	\$ 42,398.00
VI. Special Studies	\$ 279,912.20	\$ 16,500.00	\$ 33,587.80	\$ -	\$ -	\$ -	\$ 330,000.00
TOTAL	\$ 525,102.60	\$ 31,824.40	\$ 79,561.00	\$ 33,918.40	\$ 2,119.90	\$ 6,359.70	\$ 678,886.00

Virginia FY2024							
Tasks by Funding Source	FHWA			FTA			TOTAL
	PL	VDOT	Local	FTA 5303	VDOT	Local	
I. Program Administration	\$ 35,792.00	\$ 4,474.00	\$ 4,474.00	\$ -	\$ -	\$ -	\$ 44,740.00
II. Data Collection, Maintenance, and Analysis	\$ 16,100.00	\$ 2,012.50	\$ 2,012.50	\$ -	\$ -	\$ -	\$ 20,125.00
III. Short Range Planning	\$ 4,320.00	\$ 540.00	\$ 540.00	\$ -	\$ -	\$ -	\$ 5,400.00
IV. Long Range Planning	\$ 6,880.00	\$ 860.00	\$ 860.00	\$ -	\$ -	\$ -	\$ 8,600.00
V. Multimodal Planning	\$ -	\$ -	\$ -	\$ 80,454.00	\$ 10,057.50	\$ 10,057.50	\$ 100,569.00
VI. Special Studies	\$ 33,505.48	\$ 4,188.19	\$ 4,188.19	\$ -	\$ -	\$ -	\$ 41,881.85
TOTAL	\$ 96,597.48	\$ 12,074.69	\$ 12,074.69	\$ 80,454.00	\$ 10,057.50	\$ 10,057.50	\$ 221,315.85

*Virginia funding formulas will be changing for FY25. The funding tables will be updated by Amendment when the FY25 Virginia funding information is received.

**The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The Bristol MPO's tasks that incorporate these planning activities include work associated with Safety Performance Management targets, attending training and conferences related to Complete Streets, development of a Multimodal Transportation Plan, maintaining a Public Participation Plan. The 2.5% funding set aside is accommodated in the funding amounts shown in this table.

MPO Resolution 23-06

**A Resolution Adopting the Fiscal Year 2024 - 2025 Unified Planning
Work Program for the Commonwealth of Virginia**

WHEREAS, a comprehensive, cooperative and continuing transportation planning process is to be carried out in the Bristol Urban Area; and,

WHEREAS, the Unified Planning Work Program (UPWP) identifies transportation planning activities to be undertaken by local, regional, and state agencies for the Metropolitan Planning Area during Fiscal Year 2024 through Fiscal Year 2025; and,

WHEREAS, the FY 2024-2025 Unified Planning Work Program was cooperatively developed by the State and local agencies responsible for transportation planning in the Metropolitan Planning Area, and the operators of public transportation; and,

WHEREAS, the Fiscal Year 2024 transportation planning funds identified in the FY 2024-2025 Unified Planning Work Program for the Commonwealth of Virginia are authorized July 1, 2023 through June 30, 2024.

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

That the Fiscal Year 2024 - 2025 Unified Planning Work Program is hereby approved for the transportation planning activities funded by the Commonwealth of Virginia for FY 2024.



Ambre Torbett
Chair, Executive Board

May 11, 2023
Date



Tyler Gillenwater
MPO Secretary

MPO Resolution 23-07

**A Resolution Adopting the Bristol Tennessee/Virginia Urban Area
Metropolitan Planning Organization (MPO)
Fiscal Year 2024 - 2025 Unified Planning Work Program**

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

WHEREAS, the Unified Planning Work Program (UPWP) identifies transportation planning activities to be undertaken by local, regional, and state agencies for the Metropolitan Planning Area during Fiscal Year 2024 through Fiscal Year 2025.

WHEREAS, the State of Tennessee, Commonwealth of Virginia, operators of public transportation, and local agencies involved with transportation planning for the Metropolitan Planning Area have cooperatively developed the Fiscal Year 2024-2025 Unified Planning Work Program.

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

That the Fiscal Year 2024-2025 Unified Planning Work Program is hereby approved as the annual transportation planning program for the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization.



Ambre Torbett
Chair, Executive Board

Date: 8/10/2023


Secretary