

Bill Albright  
Transportation Planning Manager

Lesley Phillips  
Transportation Planner



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## MEMORANDUM

To: Kingsport MTPO Executive Board  
CC: Subscribed Interested Parties  
From: Bill Albright, Transportation Planning Manager  
Lesley Phillips, Transportation Planner  
Date: September 12, 2018  
Subject: MTPO Executive Board Meeting

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Please see the attached agenda for the next meeting of the Kingsport MTPO Executive Board, to be held **Thursday, September 20, 2018 at 10:00 A.M. (EDT), in the City Hall Council Room in Downtown Kingsport, Tennessee.**

There are three informational / discussion items and three action items, including:

- **Minutes of July 26, 2018 Meeting**
- **FY17-21 TIP Amendment**
- **Transit Asset Management**
- **TDOT Presentation – Performance Measures**
- **Greenbelt (West End) – Grant Application**
- **Project Updates (as requested)**

In addition to the agenda items listed above, time will be allotted for public comments, project updates, and general information items as well.

If you are unable to attend, you may designate a proxy in writing to represent you. A sample proxy letter is attached. The minutes from the last Executive Board meeting are also attached.



**AGENDA**  
**Kingsport MTPO Executive Board**  
**September 20, 2018 at 10:00 AM (EDT)**  
**City Hall Council Room**  
**225 West Center Street, Kingsport, TN 37660**

**1. Executive Board Welcome**

**2. Approval of Minutes from July 26, 2018 Meeting:**

☒ Action   ☐ Possible Action   ☐ Discussion   ☐ Information

**3. Public Comment on Agenda Items**

☐ Action   ☐ Possible Action   ☐ Discussion   ☒ Information

Those wishing to make a comment pertaining to any of the agenda items may do so at this time with a five-minute time limitation. Comments not pertaining to a specific agenda item will be heard during the end of the meeting in the Public Hearing section.

**4. FY17-21 Transportation Improvement Program (TIP) Amendment**

☒ Action   ☐ Possible Action   ☐ Discussion   ☐ Information

**Presenter:** Bill Albright/Lesley Phillips

**Item Summary:**

**NET Trans 5307 Funds**

NET Trans, part of the First Tennessee Human Resource Agency, is a regional public transit provider which serves eight counties in Northeast Tennessee. They have recently received Direct Recipient status from the Federal Transit Administration, which means they apply directly to FTA for the amount that is awarded to them by the TDOT Multimodal Division. FTHRA/NET Trans has been awarded residual 5307 funds by TDOT to continue to provide service in the Kingsport urbanized area that lies outside of the Kingsport city limits. Any 5307 funds to be used in the Kingsport urbanized area must be included in our TIP.

**NET Trans and Frontier Health 5310 Funds**

FTHRA/NET Trans and Frontier Health have been awarded Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds. This program provides capital funding to purchase ADA accessible vehicles to provide service. NET Trans will purchase two (2) standard rear-lift conversion vans to continue to provide service in the Kingsport urbanized area that lies outside of the Kingsport city limits. Frontier Health will purchase one (1) standard rear-lift conversion van to provide service to their patients in the Kingsport urbanized area. Any 5310 funds to be used in the Kingsport urbanized area must be included in our TIP.

**Recommendation:** Approve the Resolution as presented.

## 5. Transit Asset Management

☒ Action    ☐ Possible Action    ☐ Discussion    ☐ Information

**Presenter:** Bill Albright/Lesley Phillips

**Item Summary:** As part of performance-based planning and programming, the FTA established regulations to require providers of public transportation and MPOs to define targets in reference to Transit Asset Management (TAM) Measures. Transit assets include fixed facility assets, rolling stock, and equipment with a useful life of one year or more. Assets are measured against Useful Life Benchmarks (ULB), which are the expected life cycle of the asset. Transit agencies are required to create/adopt a plan and define performance targets in reference to the State of Good Repair (SGR) for transit assets. MPOs must include the TAM performance targets in the transportation planning process by adopting these targets and integrating them into planning documents, such as the TIP and long range plan, beginning October 1, 2018.

**Recommendation:** Approve the Resolution as presented.

## 6. Performance Measure Presentation (PM2 and PM3)

☐ Action    ☐ Possible Action    ☒ Discussion    ☒ Information

**Presenter:** TDOT

**Item Summary:** TDOT has established targets for PM2 (pavement/bridge conditions) and PM3 (system performance). The MTPPO must adopt targets for these measures by November 16, 2018 and can either support the state's targets or set our own. The presentation will provide an overview of the performance measures and development of the state's targets.

## 7. Greenbelt (West End) – Grant Application

☐ Action    ☐ Possible Action    ☒ Discussion    ☒ Information

**Presenter:** Bill Albright

**Item Summary:** Over the past several years the City of Kingsport has been applying for and receiving federal funds through the Tennessee Department of Transportation for continued development of the 9-Plus Mile "Greenbelt" walking and biking pathway. Once again TDOT is accepting applications until October 3, 2018 for new projects. For the Fiscal Year '19 application, the Greenbelt Advisory Committee is recommending that the City "re"apply for funds to continue building westward past the Rotherwood Mansion in Hawkins County (note; while the FY '18 application was not awarded, TDOT has encouraged the City to re-apply). The "West End" section will begin at Rotherwood Drive (the current Greenbelt terminus) and extend along the south side of Netherland Inn Road to Lewis Lane next to the old National Guard Armory site. This will allow the Greenbelt to tie in with Stone Drive at a logical point, offering a signalized crossing area that makes accessibility easier from the Allandale Mansion area, nearby neighborhoods, apartment complexes, and businesses. The project will also extend the Greenbelt further in to Hawkins County and towards Mount Carmel. The City will be applying for a construction grant of up to \$800,000 for this project, with the understanding that the estimated local share will be 20% (up to \$160,000) and the federal share 80%. In addition, the City will be responsible for other expenses,

including environmental review, design/engineering and, if necessary, right-of-way acquisition, which are estimated to be up to \$250,000, depending on TDOTs approval of all proposed project items.

The MTPO Staff is presenting this item “for information only” and, therefore, no action is required. However, if the federal “Transportation Alternatives Program” (TAP) grant is awarded, which will likely not occur until at least next spring, the MTPO Executive Board will be asked to approve an amendment entering and funding the project in the current Transportation Improvement Program (TIP).

## **8. Project Updates**

☐ Action    ☐ Possible Action    ☒ Discussion    ☒ Information

The attached list of projects are either directly linked to MTPO planning work and/or funding or, in some manner, related through local government, TDOT, VDOT, or federal agencies. Questions or comments on these can be addressed at today’s meeting or contact MTPO staff for additional information.

## **9. Public Comments**

☐ Action    ☐ Possible Action    ☒ Discussion    ☒ Information

Members of the public may address the Executive Board with issues related to the region’s transportation system. There is a five-minute time limitation per individual and/or topic.

## **10. Meeting Adjournment**

The next scheduled Executive Board meeting date is November 1, 2018 at 10:00 A.M. in the City Hall Council Room.

### Sample Proxy Letter

\_\_\_\_\_  
Date

I, \_\_\_\_\_, of \_\_\_\_\_,  
*(Print Name)* *(Agency)*

Hereby designate \_\_\_\_\_ to vote as my proxy  
*(Name of Proxy)*

during the \_\_\_\_\_ meeting of the Kingsport MTPO Executive Board.  
*(Meeting Date)*

\_\_\_\_\_  
Signature

## Agenda Item #2 - Approval of Minutes from July 26, 2018 Meeting

### KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION Meeting Minutes for July 26, 2018

**Bob Clear Conference Room                      2:00 P.M.**  
**201 W. Market Street, Kingsport, TN**

**Members Present:**

Jimmy Adkins, Blake Ailor, Russ Davis, Troy Ebbert, Chris Jones, Mike McIntire

**Absent:**

Donny Necessary, Ambre Torbett

**Staff Present:**

Bill Albright, Lesley Phillips, Candace Sherer, Michael Thompson

**Visitors Present:**

Kwabena Aboagye – TDOT  
Randy Busler – TDOT  
Randy Dodson – Mattern & Craig  
Randall Emilaire - TDOT  
Mike Housewright – Mount Carmel  
Jeff Miller – Vaughn & Melton  
Mike Russell – TDOT  
Erica Seals – Healthy Kingsport  
Ken Taggart – Autokraft Automotive

**Recorder:** Lesley Phillips

- I.        **Call to Order:** Mike McIntire called the meeting to order.
- II.      **Approval of Minutes:** The minutes of the May 3, 2018 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Jimmy Adkins to approve the minutes and was seconded by Troy Ebbert. The motion carried unanimously.
- III.     **Public Comment:** Mike McIntire opened the floor for public comments. No comments.
- IV.     **New Business:**
  - A. FY17-21 Transportation Improvement Program (TIP) Amendments. Presented by Bill Albright/Lesley Phillips. Amendments to the TIP require Executive Board action. There are two TIP amendments and a Performance Management Addendum to be considered.

***TIP Amendment #10*** – Hammond Avenue (Mt. Carmel) Safety Improvements. Because of a long-standing problem dealing with vehicle crashes, the Town of Mount Carmel asked TDOT to conduct a safety study, or Roadway “Safety Audit” Report (RSAR), on Hammond Avenue from Main Street to Lloyds Chapel Road (approximately 2 miles). In the completed report TDOT included a variety of recommended low-cost improvements, such as various pavement markings, signage, and guardrails. The study also determined that the crash rate on Hammond was significantly higher than average for an urban collector and, thus,

qualified for federal safety funds. These safety improvements were subsequently placed on a list of projects eligible for Highway Safety Improvement Program (HSIP) funding. However, recently TDOT re-evaluated the criteria for eligibility and determined that the rolling average for crash rates has now dropped below the threshold for funding and, consequently, rescinded the HSIP funding. The MTPO Staff researched other means of funding that would qualify and recommended using Local STBG funds in place of the safety funds, allowing the project to proceed. The TIP amendment will initially assign \$60,000 in STBG funding to the project, which does not require a local match. In addition the contract generated by this action will designate TDOT as the project manager and, with some adjustments, follow the previous Safety Audit's recommendations.

***TDOT Amendment #148*** – TDOT has submitted documentation for State Amendment #148 to add a new state project to our TIP. The project is on State Route 93 in Washington County (section from near Davis Road to near Fire Hall Road). This is one of three sections scheduled for improvement along SR 93 from the Sullivan Gardens area to Interstate 81, all of which are funded through the Tennessee IMPROVE Act. This project consists of flattening the existing horizontal curves, improving intersection sight distance, and widening the road from two to three lanes with curb and cutter and sidewalks. This TIP Amendment is for the construction phase during FY19 using federal and state STBG funds. The PE-D and ROW phases were included in the previous TIP.

***Performance Management Addendum*** – As part of the Performance Management implementation process MPOs must add the Performance Management language to their TIP and Long Range Plan as those documents are updated or amended. This addendum includes general information about Performance Management plus the adopted targets for PM1 (Safety). The addendum will be updated in the future to include the targets for PM2 (Pavement and Bridge Condition), PM3 (System Performance/Freight/CMAQ), and Transit Asset Management as required.

A motion was made by Chris Jones to approve TIP Amendment #10, TDOT Amendment #148 and the Performance Management Addendum and was seconded by Troy Ebbert. The motion carried unanimously.

Further discussion was held on the Hammond Avenue Safety Improvement Project. Mayor Chris Jones proposed to extend the termini of the project to Ellis Lane. Staff pointed out that extending the project northward to Ellis Lane was in compliance with the rules concerning functional classification and therefore agreed with the proposed recommendation. However, the change in termini may affect the project timeline and budget. A motion was made by Chris Jones to extend the project termini from Lloyds Chapel to Ellis Lane and was seconded by Troy Ebbert. The motion carried unanimously.

- B. Virginia Smart Scale Projects – Resolution of Support.** Presented by Bill Albright. The Virginia Department of Transportation established the Smart Scale grant program to allow local governments and institutions the opportunity to apply for state and federally-funded transportation projects in their area. The program operates on a competitive basis, whereby a scoring system is utilized to prioritize and award projects. Every other year project applications are submitted from local governments and within MPO areas as well. For those projects found inside the MPO boundaries, these applications must be endorsed and supported by the MPO Executive Board. For FY19 two Kingsport MTPO-area projects are being submitted within the MPO boundaries in Scott County. These are; improvements to the intersection of Kane Street and U.S. 23/58 in Gate City, and improvements to the

intersection of U.S. 23 with U.S. 58 ("Hilton Highway"). More detailed descriptions of these projects are included in the agenda packet. The Executive Board has been asked to issue a resolution in support of these projects. A motion was made by Chris Jones to approve the Virginia Smart Scale Projects Resolution of Support and was seconded by Jimmy Adkins. The motion carried unanimously.

**V. STAFF REPORTS:**

Staff provided updates on projects.

**VI. PUBLIC HEARING:** Mike McIntire invited those attending to make comments or ask questions about any and all agenda items, transportation planning issues, activities, and/or projects that pertain to the Kingsport Area Metropolitan Transportation Planning Organization. Ken Taggart spoke about his concerns regarding SR36 (comments in audio file).

**VII. ADJOURNMENT:** There being no other business a motion was made by Jimmy Adkins to adjourn the meeting and was seconded by Chris Jones. The motion carried unanimously.

**RESOLUTION BY THE EXECUTIVE BOARD  
OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
AMENDING THE KINGSPORT AREA FY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

**TIP AMENDMENT #11**

**WHEREAS**, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area in Tennessee and Virginia and is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process; and

**WHEREAS**, the Kingsport MTPO is responsible for programming funds for transportation projects in the Transportation Improvement Program (TIP); and

**WHEREAS**, the TDOT Multimodal Division has awarded the First Tennessee Human Resources Agency/NET Trans residual FTA Section 5307 operating funds to continue to provide service in the Kingsport urbanized area; and

**WHEREAS**, the TDOT Multimodal Division has also awarded the First Tennessee Human Resources Agency/NET Trans FTA Section 5310 funds to purchase two vans to provide service in the Kingsport urbanized area; and

**WHEREAS**, the TDOT Multimodal Division has also awarded Frontier Health FTA Section 5310 funds to purchase one van to provide service to their patients in the Kingsport urbanized area; and

**WHEREAS**, TIP amendments comply with the requirements of the Kingsport MTPO's Public Participation Plan; and

**WHEREAS**, in accordance with requirements of the U.S. Department of Transportation, amendments to the Transportation Improvement Programs are to receive final approval from the Executive Board of the local Metropolitan Transportation Planning Organization.

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

The proposed amendment to the Tennessee portion of the Kingsport Metropolitan Transportation Planning Organization FY 2017-2021 Transportation Improvement Program, which shall be known as TIP Amendment #11, is hereby approved as presented.

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Mike McIntire  
Chairman, Executive Board

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Date

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William A. Albright  
Chairman, Executive Staff

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Date

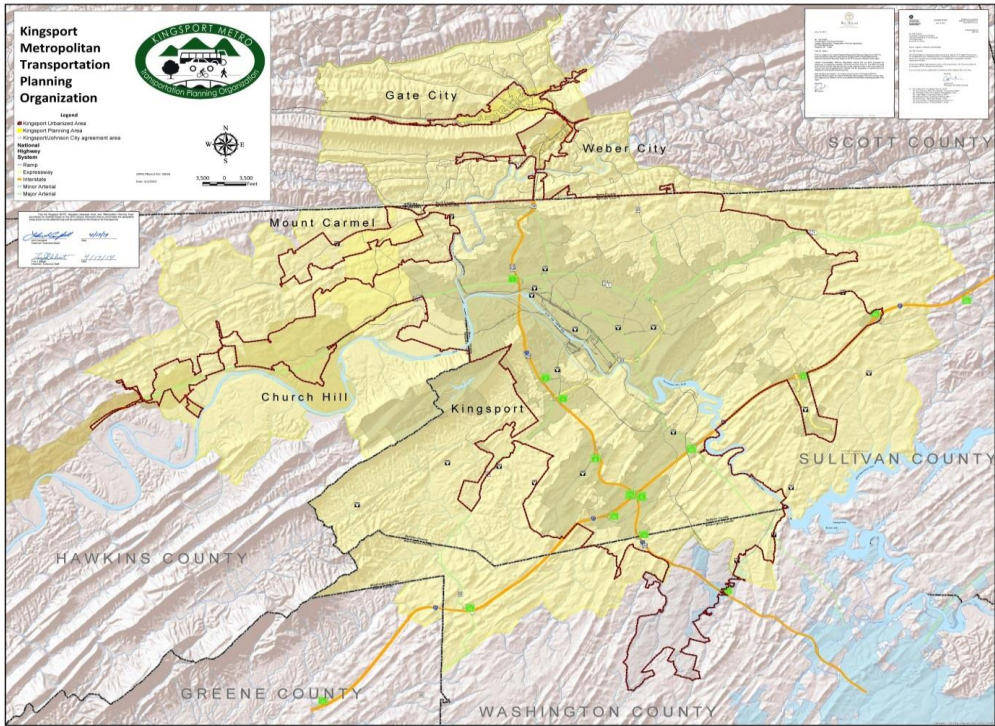


**NEW PAGE**

TIP #	PT-5	TDOT PIN# / VA UPC#		Priority		Lead Agency	FTHRA/NET Trans
County	Multi-County	Length	N/A	L RTP#	Section 4.1.3	Conformity Status	N/A
Route/Project Name	NET Trans - Operating					Total Project Cost	\$184,800
Termini or Intersection	N/A						
Project Description	Daily operating of demand response service (including employees' wages, fuel, insurance, radio communications, operating supplies and utilities) to provide transportation services in the urbanized area outside of the corporate City limits including but not limited to; Mt. Carmel, Church Hill, Surgoinsville, Rogersville. Service will also provide regional connectivity between UZA's.						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-19	OPERATIONS	FTA 5307	\$184,800	\$92,400	\$46,200	\$46,200

Remarks	Amendment Number	11	Adjustment Number	





NEW PAGE

TIP #  TDOT PIN# / VA UPC#  Priority  Lead Agency

County  Length  LRTP#  Conformity Status

Route/Project Name  Total Project Cost

Termini or Intersection

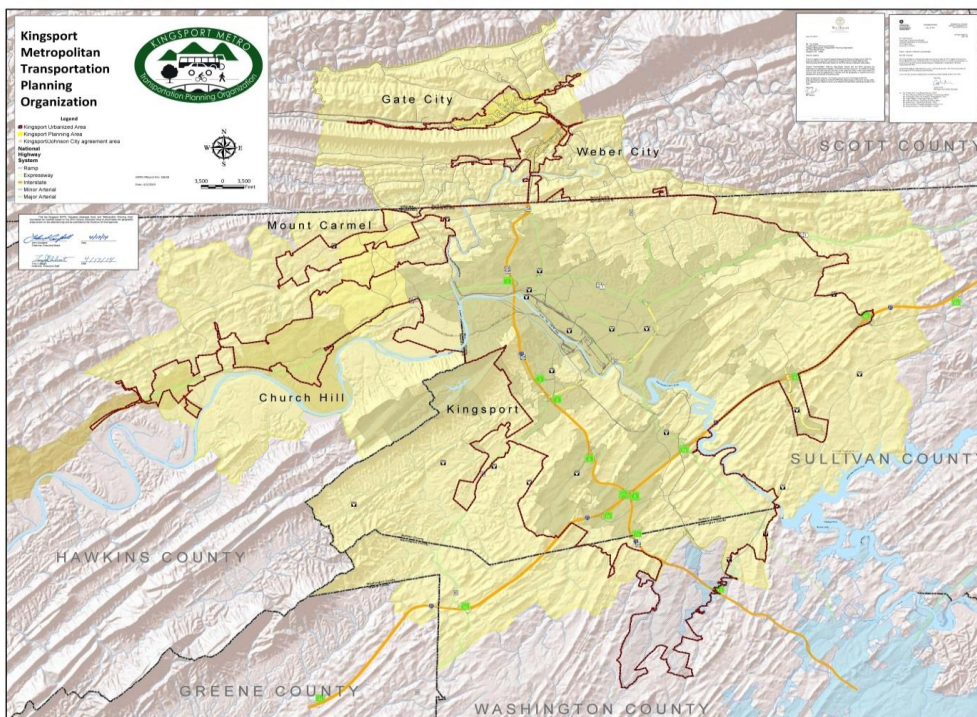
Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-19	ACQUISITION	FTA 5310	\$78,554	\$66,771	\$5,891	\$5,892

Remarks

Amendment Number

Adjustment Number





NEW PAGE

TIP #  TDOT PIN# / VA UPC#  Priority  Lead Agency

County  Length  LRTP#  Conformity Status

Route/Project Name  Total Project Cost

Termini or Intersection

Project Description

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY-19	ACQUISITION	FTA 5310	\$39,027	\$31,221	\$3,903	\$3,903

Remarks  Amendment Number  Adjustment Number

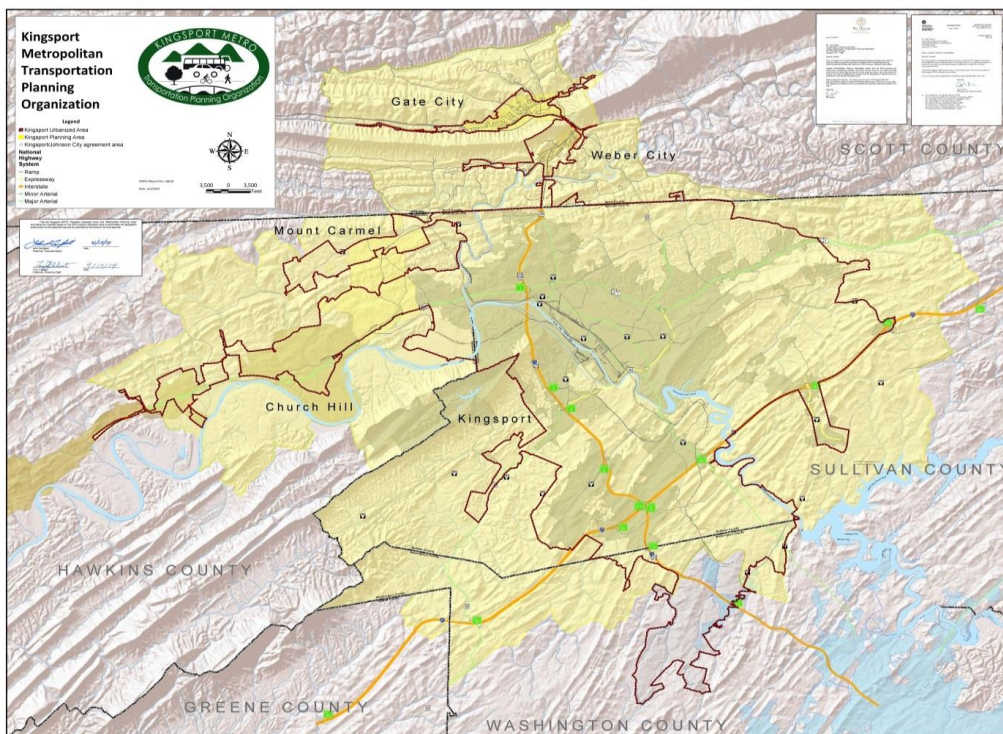


Table 3

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FY2017 through FY2021

## Kingsport Area Transit Service Summary

## Tennessee

Funding Source/Amount Allocated	FY2017	FY2018	FY2019	FY2020	FY2021
	Available	Available	Available	Available	Available
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA - 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
<b>Total Allocated</b>	<b>\$3,292,960</b>	<b>\$9,390,950</b>	<b>\$2,315,950</b>	<b>\$2,415,950</b>	<b>\$2,515,950</b>
<b>Amount Programmed to be Utilized</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
FTA - 5307-Operating Funds (OP)	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA - 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
State Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds (OP)	\$400,000	\$425,000	\$450,000	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
<b>Total Programmed</b>	<b>\$3,292,960</b>	<b>\$9,390,950</b>	<b>\$2,315,950</b>	<b>\$2,415,950</b>	<b>\$2,515,950</b>
<b>Amount Remaining</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
FTA - 5307-Operating Funds (OP)	\$0	\$0	\$0	\$0	\$0
FTA - 5307 - Capital and Planning Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
FTA - 5307 - NEPA, PE ROW, CONST	\$0	\$0	\$0	\$0	\$0
FTA - 5339 - Capital (CAP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
State Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
Local Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
Local Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
Local Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
<b>Total Remaining</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Kingsport MTPO Transit Funding Summary

AMENDED PAGE

FY2017 through FY2021

Tennessee

Funding Source/Amount Allocated	FY2017 Available	FY2018 Available	FY2019 Available	FY2020 Available	FY2021 Available
FTA 5307-Operating Funds (OP)	\$800,000	\$850,000	\$992,400	\$950,000	\$1,000,000
FTA 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA 5310 - Acquisition (ACQ)	\$0	\$0	\$97,992	\$0	\$0
FTA 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
State Match Funds (OP)	\$400,000	\$425,000	\$496,200	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds (ACQ)	\$0	\$0	\$9,794	\$0	\$0
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds (OP)	\$400,000	\$425,000	\$496,200	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds (ACQ)	\$0	\$0	\$9,795	\$0	\$0
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
<b>Total Allocated</b>	<b>\$3,292,960</b>	<b>\$9,390,950</b>	<b>\$2,618,331</b>	<b>\$2,415,950</b>	<b>\$2,515,950</b>
Amount Programmed to be Utilized	FY2017	FY2018	FY2019	FY2020	FY2021
FTA 5307-Operating Funds (OP)	\$800,000	\$850,000	\$992,400	\$950,000	\$1,000,000
FTA 5307 - Capital and Planning Funds (CAP, PL)	\$360,000	\$360,000	\$340,000	\$340,000	\$340,000
FTA 5307 - NEPA, PE ROW, CONST	\$696,000	\$5,720,000	\$0	\$0	\$0
FTA 5310 - Acquisition (ACQ)	\$0	\$0	\$97,992	\$0	\$0
FTA 5339 - Capital (CAP)	\$372,960	\$90,950	\$90,950	\$90,950	\$90,950
State Match Funds (OP)	\$400,000	\$425,000	\$496,200	\$475,000	\$500,000
State Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
State Match Funds (ACQ)	\$0	\$0	\$9,794	\$0	\$0
State Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
Local Match Funds (OP)	\$400,000	\$425,000	\$496,200	\$475,000	\$500,000
Local Match Funds (CAP, PL)	\$45,000	\$45,000	\$42,500	\$42,500	\$42,500
Local Match Funds (ACQ)	\$0	\$0	\$9,795	\$0	\$0
Local Match Funds - NEPA, PE, ROW, CONST	\$87,000	\$715,000	\$0	\$0	\$0
<b>Total Programmed</b>	<b>\$3,292,960</b>	<b>\$9,390,950</b>	<b>\$2,618,331</b>	<b>\$2,415,950</b>	<b>\$2,515,950</b>
Amount Remaining	FY2017	FY2018	FY2019	FY2020	FY2021
FTA 5307-Operating Funds (OP)	\$0	\$0	\$0	\$0	\$0
FTA 5307 - Capital and Planning Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
FTA 5307 - NEPA, PE ROW, CONST	\$0	\$0	\$0	\$0	\$0
FTA 5310 - Acquisition (ACQ)	\$0	\$0	\$0	\$0	\$0
FTA 5339 - Capital (CAP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
State Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
State Match Funds (ACQ)	\$0	\$0	\$0	\$0	\$0
State Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
Local Match Funds (OP)	\$0	\$0	\$0	\$0	\$0
Local Match Funds (CAP, PL)	\$0	\$0	\$0	\$0	\$0
Local Match Funds (ACQ)	\$0	\$0	\$0	\$0	\$0
Local Match Funds - NEPA, PE, ROW, CONST	\$0	\$0	\$0	\$0	\$0
<b>Total Remaining</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Agenda Item #5 - TAM Targets - Resolution and Information

### RESOLUTION BY THE EXECUTIVE BOARD OF THE KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO ADOPT TRANSIT ASSET MANAGEMENT (TAM) TARGETS

**WHEREAS**, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the designated Metropolitan Planning Organization (MPO) for the Kingsport urbanized area in Tennessee and Virginia and is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process; and

**WHEREAS**, the United States Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (Map-21) and Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance-based program for transportation decisions; and

**WHEREAS**, the Federal Transit Administration (FTA) was mandated to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle; and

**WHEREAS**, the Transit Asset Management (TAM) regulations require providers of public transportation and MPOs to adopt TAM targets which apply to three asset categories defined by Federal legislation: Facilities, Rolling Stock, and Equipment; and

**WHEREAS**, there are three public transportation providers in the Kingsport urbanized area; and

**WHEREAS**, Mountain Empire Older Citizens (MEOC) has adopted the TAM plan/targets established by the Virginia Department of Rail and Public Transportation, NET Trans has adopted the TAM plan/targets established by the Tennessee Department of Transportation, and Kingsport Area Transit Service (KATS) has developed and adopted their own TAM plan/targets; and

**WHEREAS**, the staff of the Kingsport MTPO recommends adopting the TAM targets of each individual public transit provider; and

**WHEREAS**, Addendum #1 to the TIP will be updated to include language related to Transit Asset Management (TAM) plans and targets.

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

The Executive Board of the Kingsport MTPO does hereby adopt the respective Transit Asset Management (TAM) Targets for Mountain Empire Older Citizens, NET Trans, and Kingsport Area Transit Service.

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Mike McIntire  
Chairman, Executive Board

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Date

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William A. Albright  
Chairman, Executive Staff

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Date

Virginia Department of Rail and Public Transportation  
Mountain Empire Older Citizens (MEOC) TAM Targets

**Performance Targets & Measures**

Asset Category - Performance Measure	Asset Class	2018 Target	2019 Target
<b>Revenue Vehicles</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	20%	15%
	BU - Bus	10%	10%
	CU - Cutaway	10%	10%
	MB - Minibus	25%	20%
	BR - Over-the-Road Bus	20%	15%
	TB - Trolley Bus	10%	10%
	VN - Van	25%	25%
<b>Equipment</b>			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%
	Trucks and other Rubber Tire Vehicles	25%	25%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%	10%
	Administrative Office	10%	10%
	Maintenance Facility	10%	10%
	Passenger Facilities	10%	10%

# TDOT Tier II Sponsored TAM Plan Performance Measurement Targets

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## **Rolling Stock**

TDOT utilizes the FTA default ULB for revenue vehicle targets.

Vehicle Type	FTA Default Useful Life Benchmark	TDOT-Set Performance Measure Target
Automobile (AO)	8	Less than 25% of automobiles will exceed the ULB
Bus (BU)	14	Less than 25% of buses will exceed the ULB
Cutaway Bus (CU)	10	Less than 25% of cutaway busses will exceed the ULB
Minivan (MV)	8	Less than 25% of minivans will exceed the ULB
Other Rubber Tire (OR)	14	Less than 25% of other rubber tire vehicles will exceed the ULB
Van (VN)	8	Less than 25% of vans will exceed the ULB

## **Equipment (Non-Revenue Service Vehicles)**

TDOT utilizes the FTA default ULB for non-revenue service vehicles performance targets.

Vehicle Type	FTA Default Useful Life Benchmark	TDOT-Set Performance Measure Target
Non-Revenue/Service Automobile	8	Less than 25% of automobiles will exceed the ULB
Trucks/Other Rubber Tire	14	Less than 25% of other rubber tire vehicles will exceed the ULB

## **Facilities**

TDOT utilizes the FTA TERM scale for facility conditioning targets.

Facility Type	FTA TERM RATING	TDOT-Set Performance Measure Target
Administrative/Maintenance	3	Less than 25% of Administrative Facilities will be below a 3
Passenger/Parking	3	Less than 25% of Administrative Facilities will be below a 3

## KATS Transit Asset Management Targets

Vehicles	Quantity	# Vehicles > ULB	Current % Exceed ULB	2018 Target %	2019 Target %
Fixed Route	12	0	0%	0%	0%
Demand Response	8	3	37.5	37.5%	12.5%
Staff Vehicles	2	0	0%	0%	50%
Facilities				Targets With Rating > 3	
Transit Station				100%	100%
Storage Facility				100%	100%
Trolley Barn				100%	100%

1) KATS Transit Station	Current Rating	2018 Target	2019 Target
Substructure	4	4	5
Shell	3	3	5
Interiors	4	4	5
Elevators	n/a	n/a	5
Plumbing	3	3	5
HVAC	3	3	5
Fire Protection	4	4	5
Electrical	4	4	5
Site	4	4	5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
2) Storage Facility	Current Rating	2018 Target	2019 Target
Substructure	4	4	4
Shell	3	3	3
Interiors	3	3	3
Elevators	n/a	n/a	n/a
Plumbing	n/a	n/a	n/a
HVAC	n/a	n/a	n/a
Fire Protection	n/a	n/a	n/a
Electrical	4	4	4
Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
3) Maintenance Facility (Trolley Barn)	Current Rating	2018 Target	2019 Target
Substructure	4	4	4
Shell	3	3	3
Interiors	4	4	4
Elevators	n/a	n/a	n/a
Plumbing	3.5	3.5	3.5
HVAC	3	3	3
Fire Protection	n/a	n/a	n/a
Electrical	4	4	4
Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
4) Equipment	Current Rating	2018 Target	2019 Target
*KATS does not own any equipment valued \$50,000 or more; therefore, there are no targets for this category.			

  
Kingsport Transit Executive Signature

  
Date

### Definitions

#### ULB

5

4

3

2

1

#### Useful Life Benchmark

Excellent

Good

Adequate

Marginal

Poor

No visible defects, new or near new condition-Still under warranty

Good, but no longer new, may have slight defects or deteriorations, but is overall functional

Moderately defective or deteriorated, but has not exceed useful life

Defective or deteriorated, in need of replacement, exceeded useful life

Critical damaged or in need of immediate repair, well past useful life

# Addendum #1:

## Performance Measures



# Transportation Improvement Program 2017-2021

## About the Transportation Improvement Program

The Transportation Improvement Program (TIP) is a four-year work program that lists all regionally significant and federally funded transportation projects and service enhancements scheduled across the Kingsport MPO planning area. The program includes projects for all modes of surface transportation including highways and streets, public transportation, and walking and bicycling. Any project included in the TIP must be consistent with, or be selected from an approved Long Range Transportation Plan (LRTP). Additionally, the TIP must be fiscally constrained by anticipated revenues, or identify funding mechanisms currently in place to pay for the proposed work. The FYs 2017-2021 TIP was adopted by the Kingsport MPO Executive Board on November 3, 2016.

- For access to a PDF version of the TIP document, visit:  
<https://www.kingsporttn.gov/city-services/kmtpo/plans-and-documents/tip/>
- Any feedback or questions can be sent to: [MTPO@KingsportTN.gov](mailto:MTPO@KingsportTN.gov)

## Purpose of the Addendum

In 2012, Congress passed and the President signed into law Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs.

The current Fixing America's Surface Transportation Act (FAST Act) continues MAP-21's overall performance approach, and ensures that State DOT's and MPO's invest in projects that collectively make progress toward the seven National Goals, listed below, established by Congress (these goals are also listed in the TIP on page 12 and also in the LRTP in Section 2.1).

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** - To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Kingsport MPO will be required to establish performance targets, and track progress towards target achievement, for a number of measures related to safety, pavement and bridge condition, travel time reliability, and traffic congestion. These requirements are outlined through a series of rules published in the Federal Register (23 CFR Part 490).

This addendum fulfills the MPO's requirement to include a description in the TIP of the anticipated effect of the TIP toward achieving targets related to safety performance measures listed in Figure 1 (Tennessee) and Figure 2 (Virginia).

## Safety Performance Measures Target-Setting

The final rule on safety performance measures target setting was the first of a series of rules related to target setting, effective April 14, 2016. Safety performance measures regulations in support of the Highway Safety Improvement Program (HSIP) require State DOTs and MPOs assess the following on all public roads covered by HSIP:

- Number of Fatalities
- Fatality Rate (per 100 Million VMT)
- Number of Serious Injuries
- Serious Injury Rate (per 100 Million VMT)
- Number of Non-motorized Fatalities and Serious Injuries

MPOs may establish HSIP targets by either (1) agreeing to plan and program projects so they contribute toward the accomplishment of the state HSIP target or (2) committing to a quantifiable HSIP target for the metropolitan planning area.

On February 8, 2018, the Executive Board of the Kingsport MTPO voted to support the Tennessee Department of Transportation's and Virginia Department of Transportation's safety performance measure targets by planning and programming projects so they contribute to the accomplishment of these targets, thereby fulfilling the aforementioned requirements related to safety performance measure target setting established under MAP-21 and the FAST Act. These targets, along with baseline information, can be found in Figure 1.

By agreeing to plan and program projects so they contribute toward the accomplishment of the state HSIP target, the Kingsport MTPO agrees to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and the State's HSIP targets for those measures in the long range transportation plan (LRTP)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the LRTP, linking investment priorities in the TIP to those safety targets

## Safety Performance Measures Targets (2014-2018)

Figure 1 (Tennessee) and Figure 2 (Virginia) show targets established by the states and supported through resolution by the Executive Board of the Kingsport MTPO. The Safety Performance Management Final Rule defines the aforementioned measures as the five-year rolling averages for:

- **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
- **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

- **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
- **Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The five-year rolling average is calculated by adding the number of fatalities or serious injuries for the consecutive five-year period, dividing by five, and rounding to the nearest tenth decimal place.

**Figure 1 State of Tennessee Established Statewide Targets**

PERFORMANCE MEASURES	BASELINE	TARGET
	2012-2016	2014-2018
Number of Fatalities	995.6	1,021.4
Fatality Rate	1.358	1.337
Number of Serious Injuries	7,319.4	7,630.8
Serious Injury Rate	9.976	9.982
Number of Non-motorized Fatalities and Serious Injuries	434.6	493.2

**Figure 2 Commonwealth of Virginia Established MPO Targets**

PERFORMANCE MEASURES	TARGET
	2018
Number of Fatalities	69
Fatality Rate	0.59
Number of Serious Injuries	692
Serious Injury Rate	6.50
Number of Non-motorized Fatalities and Serious Injuries	15

While FHWA will determine whether a State DOT has met or made significant progress toward meeting these targets, it will not directly assess MTPO progress toward meeting HSIP targets. The MTPO will continue to review these performance measures and will be required to update these targets annually, with the next update required by February 27, 2019.

### **Implementation Schedule for Establishing Targets**

The establishment of safety performance measure targets represents the fulfillment of requirements related to the first rulemaking, effective April 14, 2016. In the near-term, the Kingsport MTPO will be required to establish targets for performance measures outlined in the following Federal rulemakings:

- **PM 2 – Pavement and Bridge Condition:** 23 CFR Part 490 Subparts A, C & D
- **PM 3 – System Performance/Freight/CMAQ:** 23 CFR Part 490 Subparts A, E, F, G & H
- **Transit Asset Management:** 49 CFR Parts 625 and 630

**Figure 2 Implementation Schedule**

	<b>Safety</b>	<b>Pavement and Bridge Condition</b>	<b>System Performance/Freight/CMAQ</b>	<b>Transit Asset Management</b>
<b>Effective Date</b>	April 14, 2016	May 20, 2017	May 20, 2017	October 1, 2016
<b>State Deadline</b>	August 31, 2017	May 20, 2018	May 20, 2018	October 1, 2018 <i>(for transit providers)</i>
<b>MPO Deadline</b>	February 27, 2018	November 16, 2018	November 16, 2018	March 30, 2019

## **TIP Impacts**

All projects utilizing federal funding in the TIP are selected from the region's Long Range Transportation Plan (LRTP). Future projects will be subject to a thorough performance-based analysis, utilizing a variety of quantitative measures as well as staff analysis. Project selection criteria prioritize projects that promote safety and security with additional points being given if the project contains accommodations for alternative modes. Safety and Security is a primary evaluation category for projects evaluated by the MTPO and included in both the LRTP and TIP. More information on project evaluation and selection can be found beginning on Page 11 of the TIP (in the section titled 'Project Priorities and Criteria') and in the LRTP in section 2.3 (Project Evaluation Criteria) and Appendix II. Based on this, the program of projects and investment priorities included in the TIP prioritize a reduction in serious and fatal crashes in the MTPO planning area. The impacts of the TIP program support achievement of state safety performance measure targets, and can contribute to a further reduction of fatalities and serious injuries by prioritizing a reduction in these averages throughout the MTPO region.

## **Progress, Monitoring, and Next Steps**

The establishment of MTPO targets for the PM2 and PM3 measures will result in updates to this addendum. A broader discussion of TIP impacts on established targets will be included in the FY 2020-2023 TIP, due in 2019.

Under current federal law, the MTPO's Long Range Transportation Plan must be updated at least once every five years. As such, the 2040 LRTP will be replaced by the 2045 LRTP during calendar year 2022.

Major revisions to the adopted LRTP and TIP will be carried out, as needed, in the form of formal amendments. Prior to adoption of an amendment, a public notice is published in accordance with the procedures contained in the MTPO's Public Participation Plan.

Proposed amendments will be posted to the MTPO's website at the following link:  
<https://www.kingsporttn.gov/city-services/kmtpo/>

## Transit Asset Management

The two most recent federal transportation laws, MAP-21 and FAST Act, establish performance measure requirements to ensure states and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's TERM Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The first completed TAM plan must be sent to the National Transit Database (NTD) by October 1, 2018. Other required deadlines are found in the table below.

Reporting Activity	Reporting Deadline (by Fiscal Year)		
	July - June	Oct – Sept	Jan - Dec
Complete compliant TAM Plan	October 2018	October 2018	October 2018
Report FY18 asset data to NTD Submit FY19 targets to NTD	October 2018	January 2019	April 2019
Report FY19 asset data to NTD Submit FY20 targets to NTD Submit narrative report to NTD	October 2019	January 2020	April 2020
Report FY20 asset data to NTD Submit FY21 targets to NTD Submit narrative report to NTD	October 2020	January 2021	April 2021
Complete updated TAM Plan	October 2022	October 2022	October 2022

In Tennessee, the Tennessee Department of Transportation (TDOT) has opted to sponsor a group TAM plan for Tier II rural agencies. NET Trans has decided to adopt the TDOT plan and targets. Kingsport Area Transit Service (KATS) has developed their own plan and targets. These targets are shown below.

# TDOT Tier II Sponsored TAM Plan Performance Measurement Targets

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## Rolling Stock

TDOT utilizes the FTA default ULB for revenue vehicle targets.

Vehicle Type	FTA Default Useful Life Benchmark	TDOT-Set Performance Measure Target
Automobile (AO)	8	Less than 25% of automobiles will exceed the ULB
Bus (BU)	14	Less than 25% of buses will exceed the ULB
Cutaway Bus (CU)	10	Less than 25% of cutaway busses will exceed the ULB
Minivan (MV)	8	Less than 25% of minivans will exceed the ULB
Other Rubber Tire (OR)	14	Less than 25% of other rubber tire vehicles will exceed the ULB
Van (VN)	8	Less than 25% of vans will exceed the ULB

## Equipment (Non-Revenue Service Vehicles)

TDOT utilizes the FTA default ULB for non-revenue service vehicles performance targets.

Vehicle Type	FTA Default Useful Life Benchmark	TDOT-Set Performance Measure Target
Non-Revenue/Service Automobile	8	Less than 25% of automobiles will exceed the ULB
Trucks/Other Rubber Tire	14	Less than 25% of other rubber tire vehicles will exceed the ULB

## Facilities

TDOT utilizes the FTA TERM scale for facility conditioning targets.

Facility Type	FTA TERM RATING	TDOT-Set Performance Measure Target
Administrative/Maintenance	3	Less than 25% of Administrative Facilities will be below a 3
Passenger/Parking	3	Less than 25% of Administrative Facilities will be below a 3

## KATS Transit Asset Management Targets

Vehicles	Quantity	# Vehicles > ULB	Current % Exceed ULB	2018 Target %	2019 Target %
Fixed Route	12	0	0%	0%	0%
Demand Response	8	3	37.5%	37.5%	12.5%
Staff Vehicles	2	0	0%	0%	50%
Facilities				Targets With Rating > 3	
Transit Station				100%	100%
Storage Facility				100%	100%
Trolley Barn				100%	100%

1) KATS Transit Station	Current Rating	2018 Target	2019 Target
Substructure	4	4	5
Shell	3	3	5
Interiors	4	4	5
Elevators	n/a	n/a	5
Plumbing	3	3	5
HVAC	3	3	5
Fire Protection	4	4	5
Electrical	4	4	5
Site	4	4	5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
2) Storage Facility	Current Rating	2018 Target	2019 Target
Substructure	4	4	4
Shell	3	3	3
Interiors	3	3	3
Elevators	n/a	n/a	n/a
Plumbing	n/a	n/a	n/a
HVAC	n/a	n/a	n/a
Fire Protection	n/a	n/a	n/a
Electrical	4	4	4
Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
3) Maintenance Facility (Trolley Barn)	Current Rating	2018 Target	2019 Target
Substructure	4	4	4
Shell	3	3	3
Interiors	4	4	4
Elevators	n/a	n/a	n/a
Plumbing	3.5	3.5	3.5
HVAC	3	3	3
Fire Protection	n/a	n/a	n/a
Electrical	4	4	4
Site	3.5	3.5	3.5
Equipment	n/a	n/a	n/a
Fare Collection	n/a	n/a	n/a
4) Equipment	Current Rating	2018 Target	2019 Target

\*KATS does not own any equipment valued \$50,000 or more; therefore, there are no targets for this category.

  
Kingsport Transit Executive Signature

  
Date

### Definitions

#### ULB

5

#### Useful Life Benchmark

Excellent

No visible defects, new or near new condition-Still under warranty

4

Good

Good, but no longer new, may have slight defects or deteriorations, but is overall functional

3

Adequate

Moderately defective or deteriorated, but has not exceed useful life

2

Marginal

Defective or deteriorated, in need of replacement, exceeded useful life

1

Poor

Critical damaged or in need of immediate repair, well past useful life

In Virginia, the Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Mountain Empire Older Citizens (MEOC) has decided to adopt the DRPT plan and targets. The performance measurements and the targets can be found in the DRPT *Group Transit Asset Management Plan* and are shown below.

Virginia Department of Rail and Public Transportation  
Mountain Empire Older Citizens (MEOC) TAM Targets

**Performance Targets & Measures**

Asset Category - Performance Measure	Asset Class	2018 Target	2019 Target
<b>Revenue Vehicles</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	20%	15%
	BU - Bus	10%	10%
	CU - Cutaway	10%	10%
	MB - Minibus	25%	20%
	BR - Over-the-Road Bus	20%	15%
	TB - Trolley Bus	10%	10%
	VN - Van	25%	25%
<b>Equipment</b>			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%
	Trucks and other Rubber Tire Vehicles	25%	25%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%	10%
	Administrative Office	10%	10%
	Maintenance Facility	10%	10%
	Passenger Facilities	10%	10%

The Kingsport MTPO's planning process will integrate, either directly or by reference, the goals, objectives, performance measures, and targets described in the applicable TAM plan. Any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed/adopted by the transit agencies within the MPO area.

## Agenda Item #7 - Greenbelt Grant Application - West End



## **PROJECT UPDATES**

### **KINGSPORT/SULLIVAN COUNTY**

- Greenbelt – West End\*
- Greenbelt – East End
- Stone Drive Sidewalk – Phase I
- Stone Drive Sidewalk – Phase II
- Indian Trail South
- Main Street Rebuild
- Lynn Garden Drive Signal System
- SR 126/Island Road Signal
- Island Road Improvements\*
- Cross-Town Connector (Sevier Ave)\*
- SR 126 – Phase I
- SR 126 – Phase II
- SR 93 Improvements – 3 sections
- SR 36 (SR 75 to I-81)\*
- Rock Springs Road Rebuild
- KATS Transit Center
- Wilcox Drive to Meadowview Parkway
- Sullivan Street – Phase III (Roller Street to Lynn Garden Drive)\*

### **VIRGINIA**

- Weber City US 23 Bridge over North Fork
- Kane St/Jones St/SR 71 – Corridor Improvements
- US 23 Access Management (Weber City, Gate City)\*

### **HAWKINS COUNTY**

- Englewood Signal
- Belmont/11W Median
- Press Road Resurfacing
- Independence Avenue – Safety Audit
- Hammond Avenue – Safety Improvements

### **RECENTLY COMPLETED**

- Riverport Road Stabilization
- Wilcox Drive Sidewalk
- Sullivan Street/Clay Street Signal
- Greenbelt – Reedy Creek Bridge
- Greenbelt – Buffalo Grasslands Boardwalk
- Enterprise Place

\* Planned projects