

AGENDA  
JOHNSON CITY MTPO  
Executive Board (with Executive Staff)  
Wednesday, February 24, 2021 at 11:00 a.m.

**This meeting will be conducted electronically via Zoom and livestreamed via YouTube.**

- **Call to Order**
  - I would like to call to order the February 24, 2021 meeting of the Johnson City MTPO Executive Board. We are meeting electronically pursuant to Executive Order 71, issued by Governor Bill Lee. This board is not meeting in a physical location in order to protect public health, safety and welfare. This meeting is being recorded and will be available to the public via the City's YouTube page accessible at <http://www.johnsoncitytn.org/streaming> no later than two business days from the date of today's meeting.
  
- **Roll Call for Attendance**
  
- **Item 1:** Public Input (online form to submit comments - <http://form.123formbuilder.com/3421553/form>)
  
- **Item 2:** Approval of Minutes from the December 8, 2020 Meeting
  
- **Item 3:** Consider approval of a resolution to support 2017-2021 Safety (PM1) Performance Targets by TDOT
  - **Resolution 2021-01 (Executive Board Roll Call Vote Required)**
  
- **Item 4:** Consider adoption of resolution to support updated Pavement and Bridge (PM2) Performance Targets and System Performance (PM3) Targets by TDOT
  - **Resolution 2021-02 (Executive Board Roll Call Vote Required)**
  
- **Item 5:** Consider approval of a resolution to support Transit Agencies' FY 2021 Safety Performance Targets
  - **Resolution 2021-03 (Executive Board Roll Call Vote Required)**
  
- **Item 6:** Other Business
  - Updates/Comments from MTPO Staff
  - Updates/Comments from Tennessee Department of Transportation
  - Updates/Comments from Federal Highway Administration
  
- **Adjourn**

# **ITEM 1**

## **Public Input**

MTPO Staff will share any public comments received.

# **ITEM 2**

**Approval of the minutes from the December 8, 2020 Meeting**

**JOHNSON CITY MTPO**  
**Minutes of the Executive Board Meeting (with Executive Staff)**  
**Tuesday, December 8, 2020 at 10:00 a.m.**

**DRAFT**

**Location: Members met electronically via Zoom; Livestreaming was provided for public viewing.**  
**Meeting Recording: <https://youtu.be/7YGgZqh7SS8>**

**Executive Board Present**

The Honorable Mayor Jenny Brock, City of Johnson City, Madam Chair  
Logan Engle for the Honorable Mayor Curt Alexander, City of Elizabethton  
The Honorable Mayor Joe Grandy, Washington County  
Ronda Sawyer for the Honorable Governor Bill Lee, State of Tennessee  
The Honorable Mayor Irene Wells, Town of Bluff City  
The Honorable Mayor Patty Woodby, Carter County  
Glenn Rosenoff for the Honorable Mayor Chuck Vest, Town of Jonesborough

**Executive Board Not Present**

The Honorable Mayor Kathy Bullen, Town of Unicoi  
Johnny Deakins, Jr., Tennessee County Highway Officials Association

**Executive Staff Present**

M. Denis Peterson, City of Johnson City, Chair  
Chase Milner for Chris Craig, First Tennessee Development District  
Kim Kreckow for Eldonna Janutolo, Johnson City Transit  
Glenn Rosenoff, Town of Jonesborough  
Sean Santalla, Federal Highway Administration (FHWA)  
Ronda Sawyer, Tennessee Department of Transportation (TDOT)  
The Honorable Mayor Irene Wells, Town of Bluff City

**Executive Staff Not Present**

Roger Colbaugh, Carter County Highway Department  
Johnny Deakins, Jr., Washington County Highway Department  
Daniel Estes, City of Elizabethton  
Debbie Kessler, Town of Unicoi

**Others Attending**

Glenn Berry, Johnson City MTPO  
Mary Butler, Johnson City MTPO  
Ambre Torbett, Sullivan County  
Jon McCurry, NET Trans  
Pamela Kordenbrock, FHWA  
Matt Meservy, TDOT Long Range Planning Division  
Kwabena Aboagye, TDOT Long Range Planning Division  
Stacy Morrison, TDOT Office of Community Transportation  
Troy Ebbert, TDOT Office of Community Transportation  
Michael Dick, TDOT Region 1  
Randy Busler, TDOT Region 1  
Eric Wilson, TDOT Region 1  
Jason Farmer, TDOT District 17  
Wendy Graham, Webmaster and Host of the Zoom Meeting

**Summary of Motions:**

- **Approved** – Minutes from December 20, 2019;
- **Approved – Resolution 2020-01** – Approved resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany an amendment to the Transportation Improvement Program (TIP);
- **Approved – Resolution 2020-02** – Approved resolution to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add additional funding to the Construction phase of the SR 34 at Industrial Park Rd Traffic Signal Upgrade Project and move it from FY 2020 to FY 2021;
- **Approved** – Approved the endorsement of prioritized projects for TDOT’s Three-Year Work Program.

**Call to Order:** Meeting called to order at 10:03 a.m. by the Madam Chair, the Honorable Mayor Jenny Brock. She proceeded to say that we are meeting electronically pursuant to the authority granted by the Governor's Executive Order Number 65 and that an electronic meeting is necessary to protect the health, safety and welfare of the public in light of the COVID-19 pandemic. Chair Mayor Brock asked for a roll call of attendance.

**Roll Call No. 1 for Attendance:**

Mayor Curt Alexander, who is represented by Ms. Logan Engle: Present; Mayor Kathy Bullen: Not Present; Mr. John Deakins, Jr.: Not Present; Mayor Joe Grandy: Present; Governor Bill Lee, who is represented by Ms. Ronda Sawyer: Present; Mayor Irene Well: Present; Mayor Patty Woodby: Present; Mayor Chuck Vest, who is represented by Mr. Glenn Rosenoff: Present; and Chair Mayor Brock Mayor Jenny Brock: Present.

A quorum has been determined.

**Agenda Item 1:** Chair Mayor Brock asked if there were any comments from the public.

Mr. Glenn Berry stated for the record that there was a public hearing for the Transportation Improvement Program (TIP) Amendment and no comments were received from the public. No comments were submitted by email and the notice was advertised in the local newspaper over 2 weeks ago.

**Agenda Item 2:** The minutes from the December 20, 2019 meeting were reviewed.

Ms. Logan Engle made a motion for the board to approve the minutes of the December 20, 2019 meeting. Mr. Glenn Rosenoff seconded the motion. Chair Mayor Brock asked for a roll call vote.

**Roll Call No. 2 for Agenda Item 2:**

Mayor Curt Alexander, who is represented by Ms. Logan Engle: Yes; Mayor Kathy Bullen: Not Present and Not Voting; Mr. John Deakins, Jr.: Not Present and Not Voting; Mayor Joe Grandy: Yes; Governor Bill Lee, who is represented by Ms. Ronda Sawyer: Yes; Mayor Irene Well: Yes; Mayor Patty Woodby: Abstaining (due to not being present at the last meeting); Mayor Chuck Vest, who is represented by Mr. Glenn Rosenoff: Yes; and Chair Mayor Jenny Brock: Yes.

All approved. **Motion carried.**

**Agenda Item 3:** Chair Mayor Brock stated that the Board is to consider approval of a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany an amendment to the Transportation Improvement Program (TIP).

Mr. Glenn Berry explained that the TIP can't be amended until the MPO has self-certified that the metropolitan planning process was carried out according to the Federal laws and regulations.

Ms. Ronda Sawyer made a motion for the board to approve the resolution to self-certify the metropolitan planning process. Mr. Glenn Rosenoff seconded the motion. Chair Mayor Brock asked for a roll call vote.

**Roll Call No. 3 for Agenda Item 3:**

Mayor Curt Alexander, who is represented by Ms. Logan Engle: Yes; Mayor Kathy Bullen: Not Present and Not Voting; Mr. John Deakins, Jr.: Not Present and Not Voting; Mayor Joe Grandy: Yes; Governor Bill Lee, who is represented by Ms. Ronda Sawyer: Yes; Mayor Irene Well: Yes; Mayor Patty Woodby: Yes; Mayor Chuck Vest, who is represented by Mr. Glenn Rosenoff: Yes; and Chair Mayor Jenny Brock: Yes.

All approved. **Motion carried.**

**Agenda Item 4:** Chair Mayor Brock stated that the Board is to consider approval of a resolution to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add additional funding to the Construction phase of the SR 34 at Industrial Park Rd Traffic Signal Upgrade Project and move it from FY 2020 to FY 2021.

Mr. Berry explained the reason behind the increase in cost from a total of \$200,000 to \$435,000 for the traffic signal project in Bluff City. The signal is in need of an upgrade. In the past, the costs for signals were much lower and the construction estimate was based off of those costs back in 2017. Fast forward to 2020, Mr. Berry explained that the cost of signals has risen dramatically. The latest estimate was received from TDOT staff and requires more funding to complete construction.

Chair Mayor Brock asked if money was pulled from another project to fund this one. Mr. Berry answered that there were no new projects added to the current TIP. The money for the Bluff City signal project came from the unobligated balance of approximately \$10 million. The projects in the current TIP will take approximately another \$2 million from the balance, as we are committed to those projects. That leaves us with \$8 million. That money is reserved to go toward the Knob Creek project, the section from State Route 381 (State of Franklin Road) to Mizpah Hills, that is not currently included in the TIP because there is not enough money to fully fund its construction.

Ms. Sawyer made a motion for the board to approve a resolution to amend the TIP to add additional funding to the traffic signal project and move it to FY 2021. The Honorable Mayor Irene Wells seconded the motion. Chair Mayor Brock asked for a roll call vote.

**Roll Call No. 4 for Agenda Item 4:**

Mayor Curt Alexander, who is represented by Ms. Logan Engle: Yes; Mayor Kathy Bullen: Not Present and Not Voting; Mr. John Deakins, Jr.: Not Present and Not Voting; Mayor Joe Grandy: Yes; Governor Bill Lee, who is represented by Ms. Ronda Sawyer: Yes; Mayor Irene Well: Yes; Mayor Patty Woodby: Yes; Mayor Chuck Vest, who is represented by Mr. Glenn Rosenoff: Yes; and Chair Mayor Jenny Brock: Yes.

All approved. **Motion carried.**

**Agenda Item 5:** Chair Mayor Brock stated that the Board will consider endorsement of prioritized projects for TDOT's Three-Year Work Program.

Mr. Berry said one project was provided by TDOT for their next Three-Year Work Program. The Executive Board was asked to rank this one project, the new state route along Knob Creek Road from Mizpah Hills to State Route 354, which is Boones Creek Road. This is an IMPROVE Act project, which is included in the law. Also, the MTPO staff added the Jonesborough Parkway as a second project to the list. The Jonesborough Parkway has been included in the last two Long Range Plans, or the Metropolitan Transportation Plan as it is now called. He said we used the same ranking as last year, and although we rank our projects, it only counts for about ten percent of the overall concept to ranking projects for TDOT.

Chair Mayor Brock asked if there was an estimate for the Jonesborough Parkway project. Mr. Berry answered at this point, there was no estimate. Chair Mayor Brock asked Mayor Grandy and Mr. M. Denis Peterson if they had any further perspective on these two projects. Mayor Grandy stated it was good to get these projects on the list.

The Honorable Mayor Joe Grandy made a motion for the board to approve the project rankings as recommended (SR-XXX Knob Creek project being number 1 and the Jonesborough Parkway being number 2) for TDOT's Three-Year Work Program. The Honorable Mayor Patty Woodby seconded the motion. Chair Mayor Brock asked for a roll call vote.

**Roll Call No. 5 for Agenda Item 5:**

Mayor Curt Alexander, who is represented by Ms. Logan Engle: Yes; Mayor Kathy Bullen: Not Present and Not Voting; Mr. John Deakins, Jr.: Not Present and Not Voting; Mayor Joe Grandy: Yes; Governor Bill Lee, who is represented by Ms. Ronda Sawyer: Yes; Mayor Irene Well: Yes; Mayor Patty Woodby: Yes; Mayor Chuck Vest, who is represented by Mr. Glenn Rosenoff: Yes; and Chair Mayor Jenny Brock: Yes.

All approved. **Motion carried.**

**Agenda Item 6:** Chair Mayor Brock announced that the next item on the agenda is the Annual Listing of Obligated Projects.

Mr. Berry went over the annual listing of obligated projects. He said that Ms. Butler created the graphic summarizing the listing. He showed the spreadsheet that listed the projects and pointed out that information on the CARES Act was included, even though it was not required, considering the pandemic and vital need to keep transit going. He wanted to note that some projects on the list were completed many years ago and are now being closed out. For some, that means funds in red are returned to that specific fund, i.e. the STBG-M fund, to be obligated somewhere else. The listing was made available on the MTPO website and distributed to the members.

**Agenda Item 7:** Chair Mayor Brock stated the last item on the agenda is Other Business and the first part is an update from TDOT.

Mr. Matt Meservy introduced himself as the new Long Range Planning Director for TDOT. He discussed the new Urban Transportation Planning Grant Program initiative, which have a ceiling of \$200,000 and require a ten percent match. Mr. Berry displayed the eligible activities for the grant. Mr. Meservy said there will be an application template for the grant that is currently being drafted and will be released at a later date.

Chair Mayor Brock moved on to the next part of the item, which is an update from the Federal Highway Administration. Ms. Pamela Kordenbrock spoke about the FAST Act, which is the current authorization that was extended until September 30, 2021, at 2020 levels; however, the funding was extended only 70 days until December 11, 2020. That will expire this Friday. Ms. Kordenbrock also said she was looking forward to seeing the results of the TMA (Transportation Management Area) Study. They are awaiting the results of the Census and what will happen statewide and nationwide in transportation planning. If we need any technical assistance, they are happy to provide that.

Chair Mayor Brock brought up the last item, which was the upcoming Fiscal Years 2022-2023 Unified Planning Work Program. Mr. Berry stated that the MTPO staff will begin drafting a new two-year work program and he wanted to make the members aware of it. Mr. Berry also stated that we will need to have another meeting in February to adopt performance targets that were set by TDOT. Chair Mayor Brock commented that there may be 4 or 5 meetings for 2021, so everyone needs to be ready.

Mr. Michael Dick with TDOT Region 1 gave an update on several projects in the area. The Interstate 26 Exit 17 project is coming along, with an estimated completion date of April 21, 2021. The crew has one more wall to complete and traffic will be shifted again. He also mentioned that a new cost revision has been received on the Elk Avenue Bridge Project that will require more funding.

Chair Mayor Brock asked if there were any other questions. Mayor Grandy asked about the status of the project on the other end of Knob Creek, from Mizpah Hills to State of Franklin Road. Mr. Berry answered that there was not enough money to fund the construction phase of the project. The City of Johnson City is trying to reduce the cost of the project and has looked at an at-grade crossing as an alternative. Mr. Peterson also responded that the City had an agreement with the railroad for an at-grade crossing; however, TDOT did not feel that was something they could approve. So, the City is back to considering an overpass, which adds up to \$16 million to the cost. The City has sent a letter to Mr. Paul Degges, the chief engineer, asking if TDOT could participate in the project. The other portion of the Knob Creek project, that the state is managing, is probably 15 years out from completion, with a super two-lane design consideration. The City feels the entire connector between the two state routes needs to be a state route.

Mayor Grandy said from his perspective, it wouldn't make sense to move forward with half of the project if there was not a way to get past the railroad tracks. He also stated it might be confusing for the public if the section of Knob Creek that the board ranked as a number 1 priority did not match the timeline for the other section of Knob Creek.

**Adjourn:** There being no further business, Chair Mayor Brock thanked Mr. Berry and Ms. Butler for an efficient meeting and she wished everyone a Merry Christmas and to stay safe. She mentioned the many challenges in the area. She is hopeful about the new vaccines and encourages the citizens to participate. The meeting was adjourned at 10:43 a.m.



# ITEM 3

## **Resolution 2021-01:** Consider approval of a resolution to support 2017-2021 Safety (PM1) Performance Targets by TDOT

Each year, the Executive Board votes to adopt TDOT's Safety Performance Targets for the five-year reporting period. These targets are updated annually and will roll ahead one year to cover the reporting period of 2017-2021. The Safety Performance Measures are defined by TDOT for:

- 1) number of fatalities;
- 2) number of serious injuries;
- 3) fatality rate;
- 4) serious injury rate; and
- 5) number of non-motorized fatalities and serious injuries.

TDOT has submitted safety performance targets to the Federal Highway Administration (FHWA) as part of their Highway Safety Improvement Program Report. FHWA has a website that graphs the five-year average and how it relates to the targets. It is located at this link - <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Tennessee>.

MTPO staff has been in consultation with the Tennessee Department of Transportation, Federal Highway Administration and other MPOs throughout the state of Tennessee on this item. TDOT stated that the number of traffic fatalities in Tennessee for 2019 remained high, marking the 4th consecutive year of 1,000 fatalities or more; however, Tennessee has experienced decreases in the number of serious injuries since 2015. A 19% decrease in serious injuries occurred in Tennessee from calendar year 2017 to calendar year 2018. In creating the new targets, TDOT encountered uncertainty in predicting future traffic volumes due to the ongoing pandemic, which includes impacts to tourism.

Recently, TDOT has begun a safety campaign to address an even higher number of fatalities that occurred in 2020. TDOT stated, "It's not ok that fatality numbers are at an all-time high when traffic has been at an all-time low." With less traffic on the roads (a reduction of 13%), fatalities have increased by 7%.

At this time, it is recommended that the Johnson City MTPO continue to support TDOT's safety targets, found as Attachment A to Resolution 2021-01, and be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

A RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION (MTPO) TO

**SUPPORT 2017-2021 SAFETY (PM1) PERFORMANCE TARGETS BY THE TENNESSEE DEPARTMENT OF  
TRANSPORTATION**

**WHEREAS**, in 2012 the United States Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions; and

**WHEREAS**, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

**WHEREAS**, the Safety Performance Management Measures regulations require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for 5 areas; including number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, the Tennessee Department of Transportation (TDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2020 in their State Highway Safety Improvement Program and Annual Report; and

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the State targets in the HSIP Annual Report to make a decision regarding whether to support each state’s targets or to establish their own; and

**WHEREAS**, the Safety Performance Measure Targets adopted by the State are depicted in “Attachment A” to this resolution; and

**WHEREAS**, the staff of the Johnson City MTPO, after consultation and coordination with TDOT, and other MPOs in Tennessee, recommends that the Johnson City MTPO continue to support TDOT’s Safety Performance Measure Targets;

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby approve that the Johnson City MTPO will support TDOT’s Safety Performance Measure Targets for each of the above-mentioned measures for the 2017-2021 reporting period by agreeing to plan and program projects so that they contribute toward the accomplishment of each state’s Safety Performance Measure Targets as show in Attachment 1.

\_\_\_\_\_  
MTPO Executive Board, Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
MTPO Executive Staff, Chair

\_\_\_\_\_  
Date

**Attachment A**  
**Tennessee Department of Transportation Safety Performance Targets**  
 August 31, 2020

	ANTICIPATED BASELINE**	TARGET
	2016-2020	2017-2021
Number of Fatalities*	1,039.8	1,078.8
Fatality Rate <sup>1*</sup>	1.302	1.355
Number of Serious Injuries*	6,725.8	6,227.1
Serious Injury Rate	8.462	8.394
Number of Non-motorized Fatalities and Serious Injuries	511.4	521.0

<sup>1</sup> Rate for Fatalities and Serious Injuries is based on 100 million Vehicle Miles Traveled (VMT).

\* Denotes shared targets for the Highway Safety Plan (Tennessee Highway Safety Office) and the Highway Safety Improvement Plan (TDOT).

\*\* The baseline is based on preliminary figures from early 2020. FHWA will determine the final figures in early 2021.

# ITEM 4

## **Resolution 2021-02:** Consider adoption of resolution to support updated Pavement and Bridge (PM2) Performance Targets and System Performance (PM3) Targets by TDOT

The Johnson City MTPO originally voted on November 14, 2018 to adopt TDOT's targets for Pavement and Bridge (PM2) Performance Targets and System Performance (PM3). Congress established a national goal for pavement and bridge conditions to maintain the condition of the National Highway System (NHS) infrastructure assets in a state of good repair. Also, the system performance for reliable and clean highways is important. These performance measures apply only to the National Highway System. In the Johnson City MTPO area, all NHS routes are owned and maintained by TDOT, so the Johnson City MTPO staff recommended in 2018 that the Executive Board support TDOT's Pavement and Bridge (PM2) and System Performance (PM3) targets.

TDOT recently submitted a report to FHWA on October 1 on the performance of their targets. TDOT reviewed their 4-year targets to see if any required a change. One Pavement Condition performance target and one System Performance target was updated. The changes are listed below.

1. Percentage of Pavements of the Non-Interstate NHS in Poor Condition (from 4% to 5%); and
2. Truck Travel Time Reliability (from 1.33 to 1.37).

To view the performance reports on these measures for Tennessee, you can view FHWA's website. To view the Conditions report, it is located at this link:

<https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Tennessee>.

To view the Reliability report, it is located at this link:

<https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Tennessee>.

At this time, it is recommended that the Johnson City MTPO continue to support TDOT's pavement/bridge and system performance targets, found as Attachment A to Resolution 2021-02, and be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION (MTPO) TO

**SUPPORT UPDATED PAVEMENT AND BRIDGE (PM2) PERFORMANCE TARGETS AND SYSTEM  
PERFORMANCE (PM3) TARGETS BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, in 2012 the United States Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions; and

**WHEREAS**, a national goal has been established for bridge and pavement condition to maintain the condition of highway infrastructure assets in a state of good repair, and for system reliability, freight movement and economic vitality and environmental sustainability; and

**WHEREAS**, the Pavement and Bridge Condition Performance Management regulations (23 CFR 490 Subparts C & D) established six total measures for assessing pavement and bridge conditions with four measures to assess pavement condition and two performance measures to assess bridge condition as follows: (1) percentage of pavements on the Interstate System in Good condition; (2) percentage of pavements on the Interstate System in Poor condition; (3) percentage of pavements on the NHS (excluding the Interstate System) in Good condition; (4) percentage of pavements on the NHS (excluding the Interstate System) in Poor condition; (5) percentage of NHS bridges classified as in Good condition; and (6) percentage of NHS bridges classified as in Poor condition; and

**WHEREAS**, the Systems Performance regulations (23 CFR 490 Subparts E, F, G & H) established six total measures for assessing performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program as follows: (1) percentage of reliable person-miles traveled on the Interstate; (2) percentage of reliable person-miles traveled on the non-Interstate NHS; (3) percentage of Interstate System mileage providing for reliable truck travel time; (4) annual hours of peak hour excessive delay per capita; (5) percentage of non-single occupancy vehicle travel; and (6) total emissions reductions by applicable pollutants under the CMAQ program; and

**WHEREAS**, the Tennessee Department of Transportation (TDOT) formally established their targets for the above-mentioned measures on May 20, 2018; and

**WHEREAS**, on October 1, 2020, TDOT updated their 4-year targets for two measures, Percentage of Pavements of the Non-Interstate NHS in Poor Condition (from 4% to 5%) and Truck Travel Time Reliability (from 1.33 to 1.37); and

**WHEREAS**, MPOs have 180 days following the establishment of the State targets to make a decision regarding whether to support each state’s targets or to establish their own; and

**WHEREAS**, the Pavement, Bridge and System Performance Targets adopted by the State are depicted in “Attachment A” to this resolution; and

**WHEREAS**, the staff of the Johnson City MTPO, after consultation and coordination with TDOT, and other MPOs in Tennessee, recommends that the Johnson City MTPO support TDOT’s Pavement, Bridge and System Performance Measure Targets, with the exception of the measures and targets related to Subparts G and H, as the Johnson City MTPO area is in attainment for air quality;

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby support TDOT’s 2- and 4-year Targets for all of the required Pavement and Bridge Condition and System Performance Measures specified in the FAST Act, as updated October 1, 2020, by agreeing to plan and program projects that support the state’s established targets as shown in Attachment A.

\_\_\_\_\_  
MTPO Executive Board, Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
MTPO Executive Staff, Chairperson

\_\_\_\_\_  
Date

## Attachment A

### Tennessee Department of Transportation Bridge (PM2) Performance Targets

May 20, 2018

MEASURE	BASELINE	2-YEAR TARGET	4-YEAR TARGET
Percent Good -	39.5%	36.0%	36.0%
Percent Poor -	4.9%	6.0%	6.0%

### Tennessee Department of Transportation Pavement (PM2) Performance Targets

May 20, 2018 *(updated October 1, 2020)*

MEASURE	BASELINE	2-YEAR TARGET	4-YEAR TARGET
Percent Good – Interstates	75.6%	N/A	60.0%
Percent Poor – Interstates	0.14%	N/A	1.0%
Percent Good – Non-Interstate	44.8%	42.0%	40.0%
Percent Poor – Non-Interstate	3.24%	4.0%	5.0%

## Tennessee Department of Transportation System Performance (PM3) Performance Targets

May 20, 2018 (updated October 1, 2020)

MEASURE	BASELINE	2-YEAR TARGET*	4-YEAR TARGET*
Interstate Reliability (Subpart E)	87.7%	85.3%	83.0%
Non-Interstate NHS <sup>2</sup> Reliability	N/A	N/A	87.5%
Freight Reliability	1.35	1.35	1.37
PHED <sup>3</sup> (Subpart G)	Does not apply to the Johnson City MTPO Area (Attainment)		
% NON-SOV <sup>4</sup> (Subpart G)	Does not apply to the Johnson City MTPO Area (Attainment)		
Emissions (Subpart H)	Does not apply to the Johnson City MTPO Area (Attainment)		

\*Values may change once 2017 data is available.

<sup>2</sup> NHS – National Highway System

<sup>3</sup> PHED – Peak Hour Excessive Delay

<sup>4</sup> Non-SOV – Non-Single Occupancy Vehicle



# ITEM 5

## **Resolution 2021-03:** Consider approval of a resolution to support Transit Agencies' FY 2021 Safety Performance Targets

A key feature of the Moving Ahead for Progress in the 21st Century (MAP-21) was the establishment of performance-based planning and programming. In addition to the performance measures established by the Federal Highway Administration, Federal Transit Administration (FTA) was mandated to develop a rule, effective July 19, 2019, to establish regulations to require providers of public transportation and MPOs to develop and implement Public Transportation Agency Safety Plans (PTASP) that include the processes and procedures to implement Safety Management Systems (SMS) and establish safety performance targets.

Transit agencies must certify they have a safety plan, with safety performance targets, in place to meet the requirements of the rule by July 20, 2020; however, FTA extended the compliance deadline to December 31, 2020 due to the pandemic. The TDOT Multimodal Division created the plans on behalf of small transit providers, which includes Johnson City Transit. NET Trans has created their own plan. The plans must be updated and certified by the transit agencies annually.

The transit agencies have established initial targets that represent a quantifiable, measurable safety performance or condition. The transit agencies will regularly monitor the performance of their system to ensure they are meeting their targets and improving safety outcomes. At least annually, when reviewing and updating their Safety Plans, the transit agencies will evaluate their safety performance to determine whether they should change their safety performance targets. Agency safety performance targets are categorized below by safety performance measures.

- Fatalities – Total number of reportable fatalities and rate per total unlinked passenger trips, by mode;
- Injuries – Total number of reportable injuries and rate per total unlinked passenger trips, by mode;
- Safety Events – Total number of reportable events and rate per total vehicle miles, by mode; and
- System Reliability – Mean distance between failures, by mode.

MPOs have the option of including the transit agencies' safety targets by reference in the TIP and the future update to the Metropolitan Transportation Plan. It is recommended the transit agencies' FY 2021 safety targets, found as Attachment A to Resolution 2021-03, be supported by the Johnson City MTPO Executive Board by vote and accompanying resolution.

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN  
TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO  
SUPPORT TRANSIT AGENCIES' FY 2021 SAFETY PERFORMANCE TARGETS**

**WHEREAS**, in 2012 the United States Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions; and

**WHEREAS**, the Federal Transit Administration (FTA) was mandated to develop a rule establishing regulations to require providers of public transportation and MPOs to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS) and establish safety performance targets; and

**WHEREAS**, the transit safety regulations require providers of public transportation and MPOs to set safety targets, which apply to four categories defined by Federal legislation: fatalities, injuries, safety events and system reliability; and

**WHEREAS**, the providers of public transportation formally reported their safety plans and targets to the Johnson City MTPO; and

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the safety targets to include these targets by reference in planning documents for the Johnson City MTPO Metropolitan Planning Area; and

**WHEREAS**, the staff of the Johnson City MTPO, after consultation and coordination with TDOT and providers of public transportation within the Johnson City MTPO Metropolitan Planning Area, recommends that the Johnson City MTPO includes these targets, depicted in "Attachment A" to this resolution, by reference in the Transportation Improvement Program and the future update to the Metropolitan Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby support the transit agencies' Fiscal Year 2021 safety performance targets.

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MTPO Executive Board, Chair

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Date

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MTPO Executive Staff, Chair

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Date

**Attachment A**  
**Transit Agencies' Safety Performance Targets in the Johnson City MTPO Area**  
 Federal Fiscal Year 2021

**From Johnson City Transit:**

Performance Measures	TARGET
<b>Number of Fatalities</b>	0
Rate of Fatalities per 100,000 VRM <sup>5</sup>	0
<b>Number of Injuries</b>	1
Rate of Injuries per 100,000 VRM	0.15
<b>Number of Safety Events</b>	3
Rate of Safety Events per 100,000 VRM	0.45
<b>Total Major Mechanical Failures (System Reliability)</b>	55
Miles between Major Mechanical Failures	12,126

**From NET Trans (First Tennessee Human Resource Agency)**

Performance Measures	TARGET
<b>Number of Fatalities</b>	
Rate of Fatalities per 100,000 VRM	0
<b>Number of Injuries</b>	
Rate of Injuries per 100,000 VRM	0.17
<b>Number of Safety Events</b>	
Rate of Safety Events per 100,000 VRM	0.13
<b>Total Major Mechanical Failures (System Reliability)</b>	
Miles between Major Mechanical Failures	262,162

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<sup>5</sup> VRM – Vehicle Revenue Miles

# **ITEM 6**

**Other Business**

# **Adjourn**