

AGENDA
JOHNSON CITY MTPO
Executive Board / Executive Staff
Wednesday, November 8, 2023 at 10:00 a.m.
Johnson City Transit Center, Training Room

- **Call to Order**
- **Item 1:** Public Input – Open to public
- **Item 2:** Approval of Minutes from the August 15, 2023 Meeting
- **Item 3:** 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)
 - **Resolution 2023-05 (Vote Required)**
- **Item 4:** Consider approval of a resolution to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024, along with revising the scope to add adjacent intersections
 - **Resolution 2023-06 (Vote Required)**
- **Item 5:** Consider approval of a resolution to adopt the Johnson City Adjusted Urban Area Boundary from the 2020 Census
 - **Resolution 2023-07 (Vote Required)**
- **Item 6:** Consider approval of a resolution to support 2020-2024 Safety (PM1) Performance Targets by TDOT
 - **Resolution 2023-08 (Vote Required)**
- **Item 7:** Annual Listing of Obligated Projects
- **Item 8:** Update on Major Projects, Federal STBG funds, and AMPO Survey on Federal Obligation process
- **Item 9:** Other Business
- **Adjourn**

ITEM 1

Public Input

ITEM 2

Approval of Minutes from the August 15, 2023 Meeting

JOHNSON CITY MTPO
Minutes of the Executive Board and Executive Staff Meeting
Tuesday, August 15, 2023 at 10:30 a.m.
Location: Johnson City Transit Center, Training Room

Executive Board Present

Randy Trivette for the Honorable Mayor Dr. Todd Fowler, City of Johnson City, Chairman
Matthew Balogh for the Honorable Mayor Curt Alexander, City of Elizabethton
Glenn Rosenoff for the Honorable Mayor Chuck Vest, Town of Jonesborough
The Honorable Mayor Joe Grandy, Washington County
Ronda Sawyer for the Honorable Governor Bill Lee, State of Tennessee
John Deakins, Jr., Tennessee County Highway Officials Association

Executive Board Not Present

The Honorable Mayor Jeff Broyles, Town of Bluff City
The Honorable Mayor Kathy Bullen, Town of Unicoi
The Honorable Mayor Patty Woodby, Carter County

Executive Staff Present

Randy Trivette for Cathy Ball, City of Johnson City, Chairman
Logan Engle for Daniel Estes, City of Elizabethton
Kim Kreckow for Eldonna Janutolo, Johnson City Transit
Glenn Rosenoff, Town of Jonesborough
Doug Jones for Washington County Highway Department
Chase Milner, First Tennessee Development District
Ronda Sawyer, Tennessee Department of Transportation (TDOT)

Executive Staff Not Present

The Honorable Mayor Jeff Broyles, Town of Bluff City
Debbie Kessler, Town of Unicoi
Carter County Highway Department
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

MTPO Staff Present

Glenn Berry, Johnson City MTPO
Mary Butler, Johnson City MTPO

Others Attending

The Honorable Representative Tim Hicks, Tennessee House District 6, along with Bill, Legislative Intern
Michael Dick, TDOT District 17
Troy Ebbert, TDOT
Andy Best, City of Johnson City
Anthony Todd, City of Johnson City
David Carney, City of Elizabethton
Candace Long, NET Trans
Calvin Clifton, Mattern & Craig

Summary of Motions:

- **Approved** – Minutes from February 9, 2023 meeting and June 14, 2023 meeting;
- **Approved** – Resolution 2023-02 to adopt the Fiscal Years 2024-2025 Unified Planning Work Program;
- **Approved** – Resolution 2023-03 to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany an amendment to the Transportation Improvement Program (TIP); and
- **Approved** – Resolution 2023-04 to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add funding in Fiscal Year 2023 for the Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way project, along with revising the scope to add the installation of turn lanes.

Call to Order: Meeting called to order at 10:35 a.m. by the Chairman, Mr. Randy Trivette, standing in for the Honorable Mayor Dr. Todd Fowler.

Agenda Item 1: Chairman Mr. Trivette welcomed everyone to the meeting and asked if there was any input from the public. There were no comments from the public.

Agenda Item 2: Chairman Mr. Trivette moved to Item 2, to approve the minutes from the February 9, 2023 Meeting and the June 14, 2023 Meeting.

Ms. Ronda Sawyer made a motion for the board to approve the minutes of the February 9, 2023 Meeting and the June 14, 2023 Meeting. Mr. John Deakins, Jr. seconded the motion.

Agenda Item 3: Chairman Mr. Trivette moved to Item 3, to consider approval of adopting the Fiscal Years 2024-2025 Unified Planning Work Program.

Mr. Glenn Berry covered several highlights of the two-year work program, including tasks such as finalizing the adjusted urban area boundary, researching the new grants from the new transportation law, and revising the website.

Ms. Sawyer made a motion for the board to approve to adopt the Fiscal Years 2024-2025 Unified Planning Work Program. Mr. Deakins seconded the motion.

All approved. **Motion carried.**

Agenda Item 4: Chairman Mr. Trivette moved to Item 4, 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. Berry explained that because the Johnson City MTPO represents a small urbanized area, we self-certify the metropolitan planning process when making amendments to the TIP.

Mr. Matthew Balogh made a motion for the board 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 Rosenoff seconded the motion.

All approved. **Motion carried.**

Agenda Item 5: Chairman Mr. Trivette moved to Item 5, to consider approval of a resolution to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add funding in Fiscal Year 2023 for the Traffic Signal for SR 34 (US 11E/E Jackson Blvd) & Tiger Way project, along with revising the scope to add the installation of turn lanes.

Mr. Berry explained that Jonesborough is installing a traffic signal at the intersection of 11E and Tiger Way. The signal is needed to address future traffic issues for the new Jonesborough Elementary School. This project will need additional turn lanes installed for the intersection to work properly, which necessitated a change of scope and additional funding for construction. Mr. Rosenoff added that the traffic signal for this intersection was warranted, even before the school was conceptualized. He also mentioned the slow process in working with Local Programs in getting project phases approved. Mr. Berry commented that

communication with Local Programs is getting better but it has a long way to go speeding up the project delivery process.

Mr. Deakins made a motion for the board to approve to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP). Ms. Sawyer seconded the motion.

All approved. **Motion carried.**

Agenda Item 6: Chairman Mr. Trivette moved to Item 6, Other Business.

Mayor Grandy asked about the Knob Creek Road project, the section with the bridge, and why it was not on the Three-Year Work Program. Mr. Berry explained that the MTPO can prioritize the project and request that TDOT put it in, but it is up to TDOT to actually put it in. Mr. Trivette also explained that until the design work is completed and turned over to TDOT, it can't be added to the Three-Year Work Program. Johnson City missed the deadline for the last work program, but hope to have everything to TDOT soon. Mr. Berry stated there is a new state grant from the Transportation Modernization Act (TMA) called the Statewide Partnership Program. The City of Johnson City submitted Knob Creek Road as a project for consideration a few weeks ago.

Mr. Andy Best explained that city staff will be meeting with TDOT staff at the end of the month and will discuss design changes that forced the purchase of more easement from private property.

Mr. Troy Ebbert introduced Mr. Michael Dick, a TDOT Engineer, said he could answer any questions. Mr. Deakins asked about resurfacing on a street in Washington County and Mr. Dick responded that it is scheduled in next year's plan. Mr. Dick also announced that the State Route 91 Project will be delayed until late December and possibly in to early 2024.

Adjourn: There being no further business, Chairman Mr. Trivette thanked everyone for attending the meeting. A motion was made by Mr. Rosenoff to adjourn. All agreed. Meeting adjourned at 11:00 a.m.

ITEM 3

Resolution 2023-05: 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)

The Johnson City MTPO is required to comply with federal law to self-certify the metropolitan transportation planning process and that they are following all regulations as identified in the Code of Federal Regulations, Title 23, Section 450.336, and an approved certification must be included with an amendment to the TIP.

It is recommended this item 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**

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Johnson City Metropolitan Transportation Planning Organization hereby certifies that the metropolitan transportation planning process is addressing major issues facing the Johnson City, TN urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303, and this subpart;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38;
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)), and 40 CFR part 93;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 4

Resolution 2023-06: Consider approval of a resolution to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024, along with revising the scope to add adjacent intersections

The City of Johnson City plans to improve Old Gray Station Road to address traffic conditions, congestion, and bottlenecks in this area. They plan to expand the scope of the project by widening Old Gray Station Road to 3 lanes from Buckingham Road to 550' north of SR 75, and add curb, gutter, and sidewalks. They plan to add a westbound right turn lane on SR 75 at Old Gray Station Road. They will add sidewalks on SR 75 from I-26 to Roy Martin Road on both sides. The signals at Old Gray Station Road at SR 75 and Sid Martin Road at SR 75 will be upgraded. The traffic signals will be interconnected.

Below is a summary of the financial changes:

- PE-NEPA: From \$50,000 to \$100,000 and move to FY 2024
- PE-Design: From \$150,000 to \$350,000 and move to FY 2024
- ROW: From \$100,000 to \$350,000
- CONST: From \$1,800,000 to \$3,000,000
- Total: From \$2,100,000 to \$3,800,000

Attached are the old and amended project pages, along with the old and amended summary pages and the old and amended STBG-L Fund Code Summary pages.

It is recommended this item be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

TIP Project Report

10/24/2023

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-17		0.3	City of Johnson City
State	County		
TN	Washington		
State Route	Total Project Cost		
SR-75	\$2,100,000		

Project Name

Old Gray Station Road Section 2 at SR 75 Traffic Signal

Termini

From Bobby Hicks Highway (SR 75) to just north of Buckingham Road

Project Description

Upgrade Traffic Signal at Bobby Hicks Highway (SR 75), widen to 3 lanes with turning lanes to intersection with Glen Mize Way; from Glen Mize Way to Buckingham Road - improve 2 lanes with turn lanes

Long Range Plan #

TSM, page 5-26

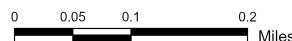
Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2023	PE-D	STBG-L	\$150,000	\$120,000	\$0	\$30,000
2024	ROW	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2025	CONST	STBG-L	\$1,800,000	\$1,440,000	\$0	\$360,000
Total			\$2,100,000	\$1,680,000	\$0	\$420,000



Old Gray Station Road at SR 75 Traffic Signal



TIP Project Report

10/23/2023

Amended Page

TIP ID	PIN #	Length in Miles	Lead Agency
JCM 2023-17		1.25	City of Johnson City
State	County		
TN	Washington		
State Route	Total Project Cost		
SR-75	\$3,800,000		

Project Name

Old Gray Station Road Section 2 at SR 75 and Traffic Signals

Termini

Old Gray Station Road, from just north of Bobby Hicks Hwy (SR 75) to just north of Buckingham Road, and Bobby Hicks Hwy from I-26 to Roy Martin Rd.

Project Description

Widen Old Gray Station Road to 3 lanes from Buckingham Road to 550' north of SR 75, add curb, gutter, and sidewalks. Add a westbound right turn lane on SR 75 at Old Gray Station Road. Add sidewalks on SR 75 from I-26 to Roy Martin Road on both sides and the traffic signals will be interconnected. The signals at Old Gray Station Road at SR 75 and Sid Martin Road at SR 75 will be upgraded.

Long Range Plan #

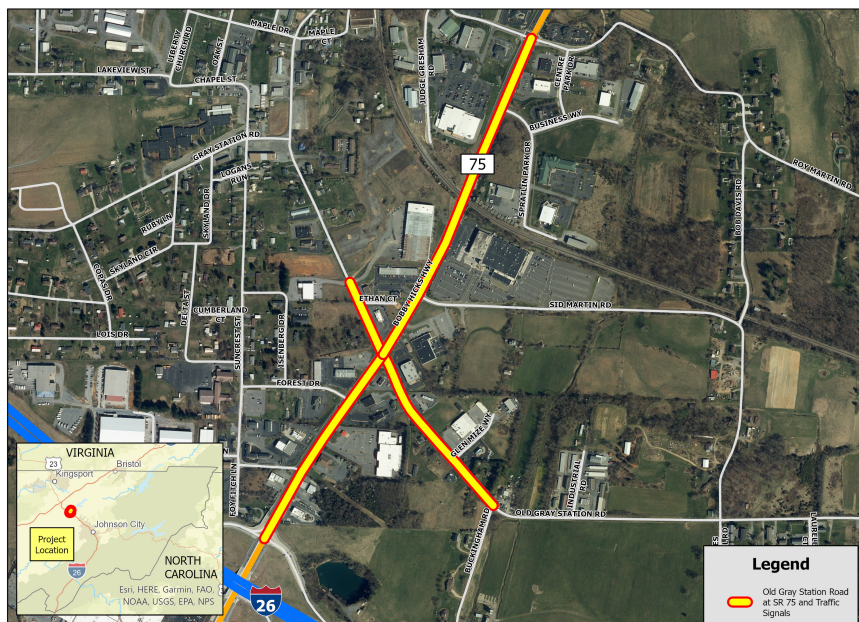
E+C, page 39

Conformity Status

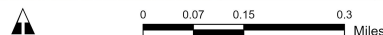
Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-N	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2024	PE-D	STBG-L	\$350,000	\$280,000	\$0	\$70,000
2024	ROW	STBG-L	\$350,000	\$280,000	\$0	\$70,000
2025	CONST	STBG-L	\$3,000,000	\$2,400,000	\$0	\$600,000
Total			\$3,800,000	\$3,040,000	\$0	\$760,000

Amendment 2 (STIP 72) (11/8/2023) - Amended to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024.



Old Gray Station Road at SR 75 and Traffic Signals



Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CRP	2024	\$950,000	\$950,000	\$760,000	\$0	\$190,000	\$0	\$0
HIP-CRRSAA	2023	\$75,000	\$75,000	\$75,000	\$0	\$0	\$0	\$0
HSIP	2023	\$128,000	\$128,000	\$115,200	\$12,800	\$0	\$0	\$0
HSIP	2024	\$16,000	\$16,000	\$14,400	\$1,600	\$0	\$0	\$0
HSIP	2025	\$8,000	\$8,000	\$7,200	\$800	\$0	\$0	\$0
HSIP	2026	\$8,000	\$8,000	\$7,200	\$800	\$0	\$0	\$0
HSIP-R	2023	\$500,000	\$500,000	\$450,000	\$50,000	\$0	\$0	\$0
HSIP-R	2024	\$3,500	\$3,500	\$3,150	\$350	\$0	\$0	\$0
HSIP-R	2025	\$2,000	\$2,000	\$1,800	\$200	\$0	\$0	\$0
HSIP-R	2026	\$1,000	\$1,000	\$900	\$100	\$0	\$0	\$0
NHPP	2023	\$4,269,600	\$4,269,600	\$3,415,680	\$853,920	\$0	\$0	\$0
NHPP	2024	\$4,119,600	\$4,119,600	\$3,295,680	\$823,920	\$0	\$0	\$0
NHPP	2025	\$3,283,000	\$3,283,000	\$2,626,400	\$656,600	\$0	\$0	\$0
NHPP	2026	\$2,596,400	\$2,596,400	\$2,077,120	\$519,280	\$0	\$0	\$0
STBG-L	2023	\$12,093,651	\$4,263,000	\$11,937,290	\$0	\$156,361	\$10,117,022	\$7,830,651
STBG-L	2024	\$10,086,919	\$1,730,000	\$9,650,919	\$0	\$436,000	\$7,830,651	\$8,356,919
STBG-L	2025	\$10,356,187	\$2,375,000	\$9,987,187	\$0	\$369,000	\$8,166,919	\$7,981,187
STBG-L	2026	\$9,889,855	\$972,000	\$9,801,455	\$0	\$88,400	\$7,981,187	\$8,917,855
STBG-S	2023	\$4,762,000	\$4,762,000	\$3,809,600	\$952,400	\$0	\$0	\$0
STBG-S	2024	\$2,154,250	\$2,154,250	\$1,723,400	\$430,850	\$0	\$0	\$0
STBG-S	2025	\$1,231,000	\$1,231,000	\$984,800	\$246,200	\$0	\$0	\$0
STBG-S	2026	\$307,750	\$307,750	\$246,200	\$61,550	\$0	\$0	\$0
TAP	2023	\$1,696,780	\$1,696,780	\$1,357,424	\$0	\$339,356	\$0	\$0



**eSTIP Fiscal Constraints Report for STIP Period 2023
Johnson City MPO**

Amended Page

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CRP	2024	\$950,000	\$950,000	\$760,000	\$0	\$190,000	\$0	\$0
HIP-CRRSAA	2023	\$75,000	\$75,000	\$75,000	\$0	\$0	\$0	\$0
HSIP	2023	\$128,000	\$128,000	\$115,200	\$12,800	\$0	\$0	\$0
HSIP	2024	\$16,000	\$16,000	\$14,400	\$1,600	\$0	\$0	\$0
HSIP	2025	\$8,000	\$8,000	\$7,200	\$800	\$0	\$0	\$0
HSIP	2026	\$8,000	\$8,000	\$7,200	\$800	\$0	\$0	\$0
HSIP-R	2023	\$500,000	\$500,000	\$450,000	\$50,000	\$0	\$0	\$0
HSIP-R	2024	\$3,500	\$3,500	\$3,150	\$350	\$0	\$0	\$0
HSIP-R	2025	\$2,000	\$2,000	\$1,800	\$200	\$0	\$0	\$0
HSIP-R	2026	\$1,000	\$1,000	\$900	\$100	\$0	\$0	\$0
NHPP	2023	\$4,269,600	\$4,269,600	\$3,415,680	\$853,920	\$0	\$0	\$0
NHPP	2024	\$4,119,600	\$4,119,600	\$3,295,680	\$823,920	\$0	\$0	\$0
NHPP	2025	\$3,283,000	\$3,283,000	\$2,626,400	\$656,600	\$0	\$0	\$0
NHPP	2026	\$2,596,400	\$2,596,400	\$2,077,120	\$519,280	\$0	\$0	\$0
STBG-L	2023	\$12,053,651	\$4,063,000	\$11,937,290	\$0	\$116,361	\$10,117,022	\$7,990,651
STBG-L	2024	\$10,196,919	\$2,430,000	\$9,810,919	\$0	\$386,000	\$7,990,651	\$7,766,919
STBG-L	2025	\$10,196,187	\$3,575,000	\$9,587,187	\$0	\$609,000	\$7,766,919	\$6,621,187
STBG-L	2026	\$8,529,855	\$972,000	\$8,441,455	\$0	\$88,400	\$6,621,187	\$7,557,855
STBG-S	2023	\$4,762,000	\$4,762,000	\$3,809,600	\$952,400	\$0	\$0	\$0
STBG-S	2024	\$2,154,250	\$2,154,250	\$1,723,400	\$430,850	\$0	\$0	\$0
STBG-S	2025	\$1,231,000	\$1,231,000	\$984,800	\$246,200	\$0	\$0	\$0
STBG-S	2026	\$307,750	\$307,750	\$246,200	\$61,550	\$0	\$0	\$0
TAP	2023	\$1,696,780	\$1,696,780	\$1,357,424	\$0	\$339,356	\$0	\$0

STBG-L 2023	
Carryover Balance	\$10,117,022
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$11,937,290
Projects :	\$4,106,639
Remaining 2023 :	\$7,830,651

STBG-L 2024	
Carryover Balance	\$7,830,651
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$9,650,919
Projects :	\$1,484,000
Remaining 2024 :	\$8,166,919

STBG-L 2025	
Carryover Balance	\$8,166,919
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$9,987,187
Projects :	\$2,006,000
Remaining 2025 :	\$7,981,187

STBG-L 2026	
Carryover Balance	\$7,981,187
Transfers:	\$0
Allocation :	\$1,820,268
Total FundsAvailable :	\$9,801,455
Projects :	\$883,600
Remaining 2026 :	\$8,917,855



eSTIP Financial Summary of Federal Fund Code Budgets 2023
Johnson City MPO

Amended Page

STBG-L	
Carryover Balance	\$10,117,022
Transfers:	\$0

Allocation :	\$1,820,268
Total FundsAvailable :	\$11,937,290
Projects :	\$3,946,639

Remaining 2023 :	\$7,990,651
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STBG-L	
Carryover Balance	\$7,990,651
Transfers:	\$0

Allocation :	\$1,820,268
Total FundsAvailable :	\$9,810,919
Projects :	\$2,044,000

Remaining 2024 :	\$7,766,919
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STBG-L	
Carryover Balance	\$7,766,919
Transfers:	\$0

Allocation :	\$1,820,268
Total FundsAvailable :	\$9,587,187
Projects :	\$2,966,000

Remaining 2025 :	\$6,621,187
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STBG-L	
Carryover Balance	\$6,621,187
Transfers:	\$0

Allocation :	\$1,820,268
Total FundsAvailable :	\$8,441,455
Projects :	\$883,600

Remaining 2026 :	\$7,557,855
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RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

To Amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024, along with revising the scope to add adjacent intersections

WHEREAS, Johnson City Metropolitan Transportation Planning Organization (MTPO) is responsible for programming of funds for Transportation Purposes; and

WHEREAS, it is the responsibility of the Johnson City MTPO to program these funds for transportation projects in the Transportation Improvement Program (TIP); and

WHEREAS, the City of Johnson City is improving the area around Bobby Hicks Highway (State Route 75) and Old Gray Station Road, which is plagued by traffic congestion and bottlenecks; and

WHEREAS, due to address these concerns, the project requires additional funding of \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) and revision of the scope to add adjacent intersections; and

WHEREAS, this project is necessary to the overall improvement to the transportation network in the Johnson City MTPO; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2023-2026 Transportation Improvement Program (TIP) to add \$1,700,000 (\$1,360,000 Federal and \$340,000 Local) in STBG-L funds and move phases to Fiscal Year 2024, along with revising the scope to add adjacent intersections.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 5

Resolution 2023-07: Consider approval of a resolution to adopt the Johnson City Adjusted Urban Area Boundary from the 2020 Census

On December 29, 2022, the U.S. Census Bureau released a new list of urban areas derived from the 2020 Census. The urban areas are drawn in such a way that roads are not clearly urban or rural. While the urban areas are not required to be adjusted, the Johnson City MTPO opted not to take this option. Since the U.S. Census Bureau uses, in most cases, the centerline of the roadways from TIGER files as boundary lines, functional classification of the highway network would be “split” as urban or rural down the middle of a roadway. This would create various issues, thus FHWA allows for the adjustment of the U.S. Census Urban Areas boundaries referred to by FHWA as Urbanized Areas. Therefore, the Johnson City MTPO opted to adjust the U.S. Census Bureau’s Urban Boundary with the result being the “Adjusted Johnson City Urbanized Area” for FHWA transportation planning purposes. It is important to note the Federal Transit Administration does not use the adjusted urbanized areas in determination of urban or rural areas. They use the U.S. Census Bureau’s Urban Area boundaries.

The MTPO staff followed the below process for adjusting the urban area boundary:

1. Did not retract the U.S. Census Bureau’s Urban Boundary, only expanded.
2. Remained as true as possible to the U.S. Census Bureau’s Urban Area. The more you expand into areas that are rural, the more confusion will occur.
3. Used the property maps as a guide of the roadway boundary (row and blocks).
 - a. Take in both sides of a road to the right of way limits.
 - b. Where development has occurred, the Johnson City MTPO used parcel lines to take in developed areas such as dense subdivisions.
 - c. Use Functional Classification layer to analyze the potential impacts when adjusting the boundary.
 - d. The Functional Classification System will be updated after the Adjusted Urbanized Area has been approved.
4. Connect the non-contiguous areas by the right of way only, where possible. When creating the “urban area” boundaries released in late 2022, the U.S. Census Bureau changed their criteria to allow for non-contiguous areas to be part of the urban area. The Johnson City MTPO understands this policy; however, we opted to connect these areas using the edge of the right of way. This meets the goal of adhering to the original boundary as much as possible. More importantly, it makes a logical boundary that local officials and others can understand, in addition to continuity for the update of the Functional Classification System.
5. Where possible, take in the entire intersection of the two or more roadways that intersect.
6. When dealing with federal lands, specifically the Cherokee National Forest, it is important to note that there are two boundaries, which was outlined in a consultation with the Cherokee National Forest staff. The first is the “Administrative Boundary” which was established by Congress when

the Cherokee National Forest Service was established. This boundary includes private property and areas the Cherokee Nation Forest Service would like to acquire if it becomes available for purchase. It is not maintained by the forest service. The other boundary is the property owned by the Cherokee National Forest. The MTPO staff used both layers in the adjustment process with the primary focus to stay out of the actual property owned by the U.S. Cherokee National Forest. Due to the unique geography of the U.S. Census Bureau's base layer for creating the urban areas, there may be instances where that urban boundary includes a small portion of the Cherokee National Forest property. Since retraction is not allowed by FHWA in the adjustment process, small sections of property owned by the U.S. Forest Service may be included in the adjusted boundary.

7. Coordinated with Kingsport and Bristol MPOs on adjacent areas.

Impacts of the Urban Boundary Adjustment Process

Highway Functional Classification: The highway functional classification system distinguishes both by type of roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. If a roadway facility is located within an adjusted urban area boundary, it will be classified as an urban facility. If a roadway facility is located outside of an adjusted urban area boundary, it will be classified as a rural facility. See FHWA's Highway Functional Classification Concepts, Criteria, and Procedures for more information.

HPMS Reporting: FHWA's Highway Performance Monitoring System (HPMS) requests States to report annual highway statistics (i.e., lane and centerline miles, vehicle miles traveled) by highway functional classification, including urban versus rural. Several tables in FHWA's annual Highway Statistics Series also summarize information by urban versus rural classifications. If an urban area boundary has been adjusted, the State must include it in the annual HPMS submittal. See FHWA's HPMS Field Manual for more information on reporting requirements.

Critical Freight Corridors: The National Highway Freight Program (NHFP) (23 U.S.C. 167) uses the urbanized area definition in 23 U.S.C. 101(a)(36), which includes adjusted urbanized areas, for the designation of critical rural freight corridors (CRFCs) and critical urban freight corridors (CUFCs):

- 23 U.S.C. 167(e) establishes criteria for designating CRFCs for public roads not within an urbanized area; and
- 23 U.S.C. 167(f) establishes criteria for designated CUFCs for public roads within an urbanized area.

Per FHWA's NHFP guidance, being located inside or outside an adjusted urbanized boundary determines whether a public road can be designated as a CRFC or a CUFC. CUFC routes must be within the adjusted boundaries of an urbanized area. CRFC routes must be outside the adjusted boundaries of any urbanized area.

STBG Apportionment Formula: Urban area boundary adjustments affect where funds may be spent within a State depending upon the functional classification system, not how much funding the State receives. Please note the adjustment of the Urbanized Area does not change funding amounts, only eligibility based on the functional classification system.

Please view the Adjusted Urban Area Boundary on the next page.

You can also view this boundary on ArcGIS Online using the following link:

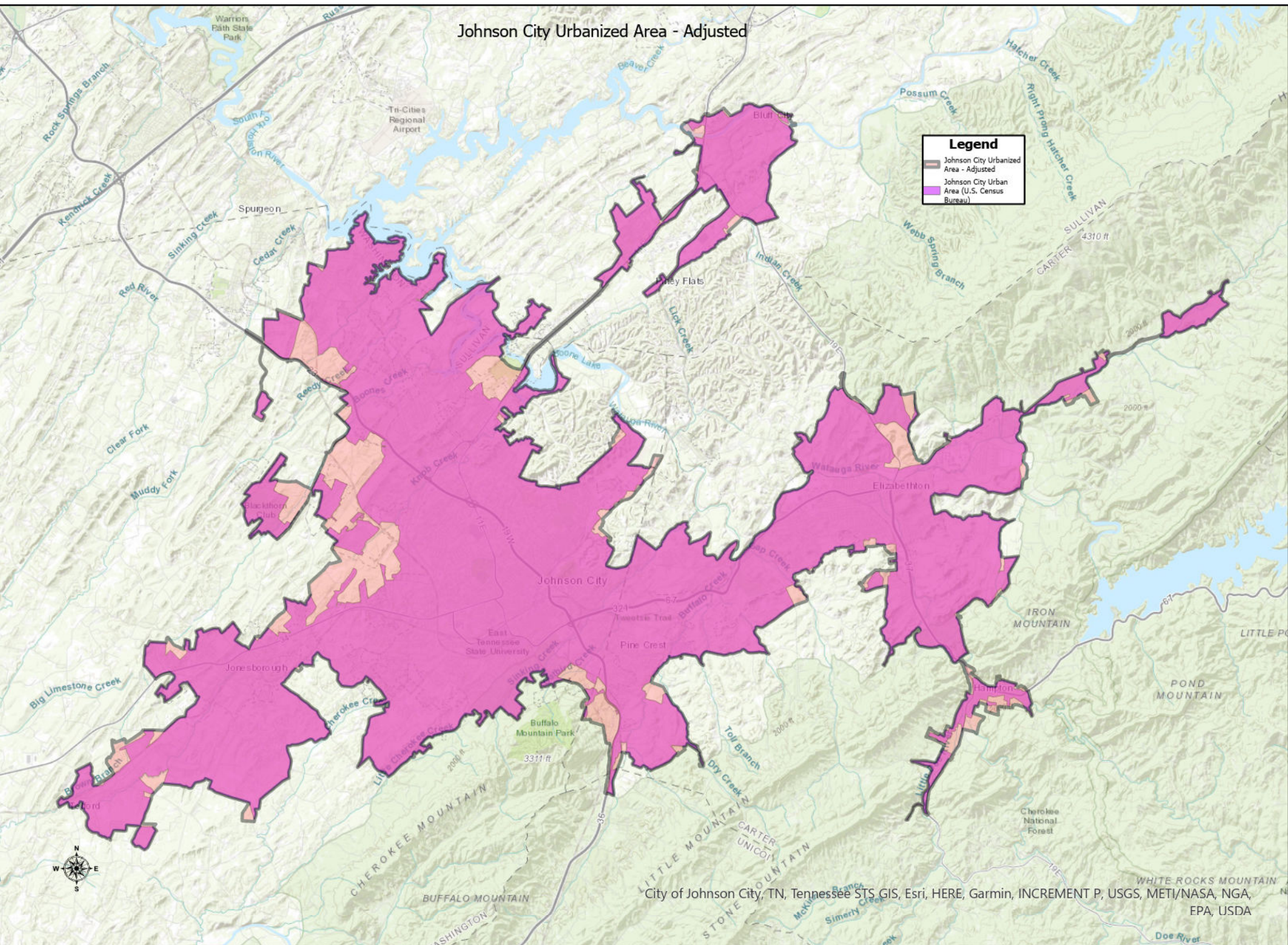
<https://jctngis.maps.arcgis.com/apps/instant/basic/index.html?appid=5ddb662035e740a2be863046f831b846>

It is recommended this item be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

Johnson City Urbanized Area - Adjusted

Legend

- Johnson City Urbanized Area - Adjusted
- Johnson City Urban Area (U.S. Census Bureau)



City of Johnson City, TN, Tennessee STS GIS, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

0 2.5 5 10 Miles

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

To approve and adopt the Johnson City Adjusted Urbanized Area Boundary from the 2020 Census

WHEREAS, every ten years, the U.S. Census Bureau issues updated urban area boundaries; and

WHEREAS, the Federal Highway Administration (FHWA) allows that adjustments be made to the urban area boundaries to better meet the needs of transportation planning requirements, be made by each state acting through its state highway agency and the appropriate metropolitan planning organization acting in cooperation with each other; and

WHEREAS, the staff of the Johnson City MTPO made appropriate adjustments to the boundaries issued by the U.S. Census Bureau on December 29, 2022, following a defined methodology that was reviewed by Tennessee Department of Transportation (TDOT); and

WHEREAS, TDOT, in cooperation with the Johnson City MTPO, conducted a review of the proposed adjusted boundaries of the Johnson City Urbanized Area; and

NOW, THEREFORE, BE IT RESOLVED the Johnson City MTPO Executive Board does hereby approve and adopt the Johnson City Adjusted Urbanized Area Boundary from the 2020 Census.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 6

Resolution 2023-08: Consider approval of a resolution to support 2020-2024 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 2019-2023. 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. Also listed is the state's basis for establishing 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 2022 remained high; however, it was less than the year 2021, after increasing for six straight years. Unfortunately, the number of non-motorists' fatalities and serious injuries continues to increase.

Work to increase traffic safety in Tennessee is ongoing. Strategies from [Tennessee's Strategic Highway Safety Plan](#) are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users (VRU), operational improvements, and motor carrier safety.

The Johnson City MTPO staff has reviewed crash data in the AASHTOWare Safety Module. AASHTOWare Safety provides a set of software tools for use by state and local highway agencies for highway safety management. These tools can be used to develop programming for site-specific highway safety improvements. The MTPO staff have used this software to review areas in the MTPO that need might safety improvements. There are many new grants that are available from the IJA/BIL that can fund safety projects, especially those that involve vulnerable road users.

TDOT is currently conducting research for a VRU Safety Assessment with regional stakeholders to provide strategies to improve conditions at locations that have experienced VRU crashes and also identify high risk locations across the state.

At this time, it is recommended that the Johnson City MTPO continue to support TDOT's safety targets, found as Attachment A to Resolution 2022-10, 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 2020-2024 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 continued by the Infrastructure Investment and Jobs Act (IIJA), otherwise know as the Bipartisan Infrastructure Law (BIL), 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, 2023 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 2020-2024 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 Secretary

Date

Attachment A
Tennessee Department of Transportation Safety Performance Targets
August 31, 2023

	ANTICIPATED BASELINE**	TARGET
	2018-2022	2020-2024
Number of Fatalities*	1,206.6	1,346.2
Fatality Rate ^{1*}	1.485	1.642
Number of Serious Injuries*	5,746.2	5,995.5
Serious Injury Rate	7.048	7.315
Number of Non-motorized Fatalities and Serious Injuries	574.8	704.2

¹ 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 2023. FHWA will determine the final figures in early 2024.

ITEM 7

Annual Listing of Obligated Projects

The Code of Federal Regulations, Section 450.332(a), states, “In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.” Title 23 of the United States Code provides funding for highway projects and Title 49 provides funding for transit projects.

The Johnson City MTPO received a listing of projects from TDOT for the federal fiscal year ending September 30, 2023. These projects were federally obligated by the Federal Highway Administration. Also included are projects obligated by area transit agencies. These projects were federally obligated by the Federal Transit Administration.

The Fiscal Year 2023 Annual Listing of Obligated Projects is posted to our website at https://jcmmpo.org/obligated_projects/Johnson_City_MPO_Annual_FY2023.pdf and is shown on the next 3 pages. *Printouts in an 11-inch by 17-inch page format will be available at the meeting.*

Please note that some amounts are listed in **red**. Those funds were credited back to the funding source due to project phase adjustments and project closeouts.

Annual Listing of Obligated Projects



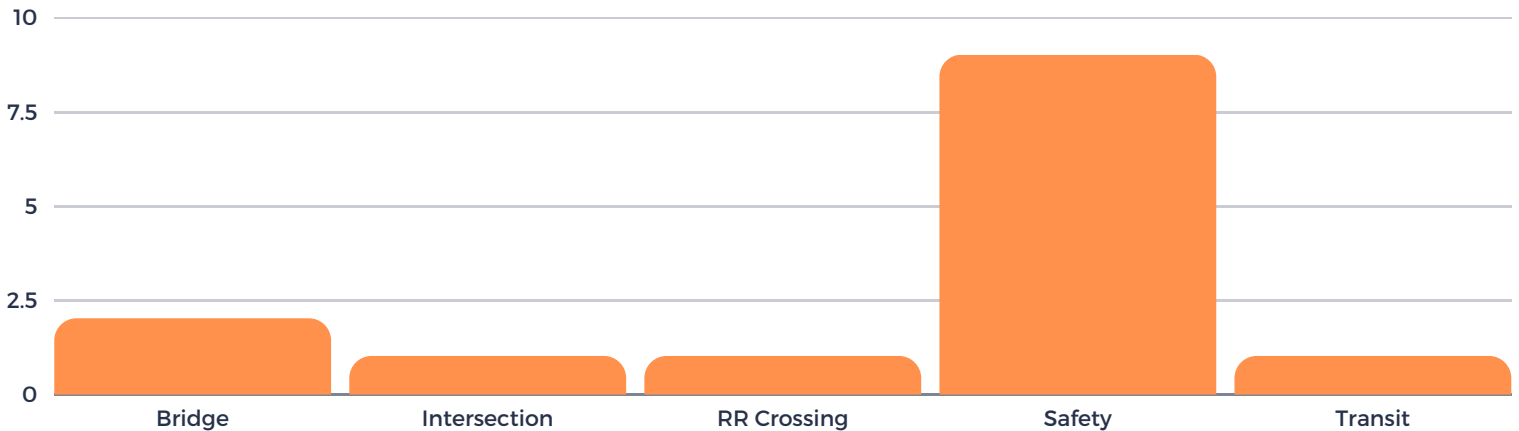
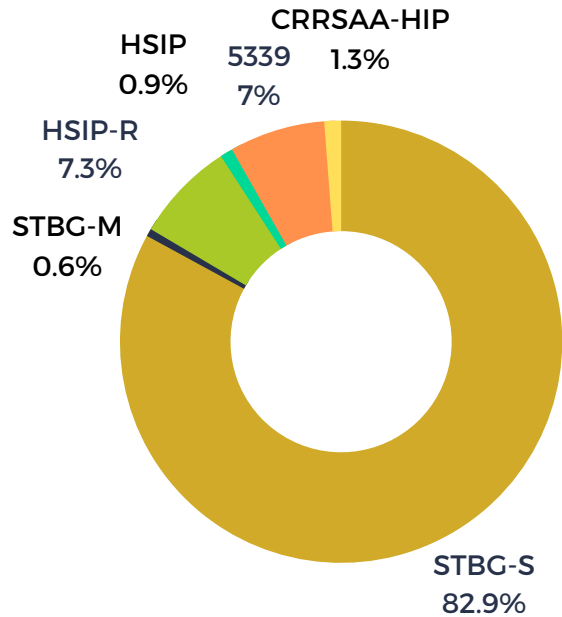
FOR OCTOBER 1, 2022 TO SEPTEMBER 30, 2023

WHERE DOES THE FUNDING COME FROM?

The graph to the right shows the federal sources that funded the most projects.

WHAT TYPES OF PROJECTS WERE FUNDED?

The graph below shows the number of different types of projects that received federal funding in the past year.



**\$6.624
MILLION**

Total Federal Funds Obligated

14

Active
Projects

13

Projects
Closed Out

**OBLIGATIONS FOR
JOHNSON CITY MPO
FY 2023**

* Project (or a portion of the project) is in the MPO planning area outside the urbanized area boundary

FED FUNDS OBLIGATED: \$6,026,418.31

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
10/18/22	125450.06	HSIP-9000(49)	Washington		Various Local Roads in Washington County (Local Roads Safety Initiative)	CLOSE PROJECT	HSIP	2090595	(\$35,679.28)	\$2,456,250.00
10/18/22	123466.00	HSIP-R00S(340)*	Unicoi		Dry Creek Road at CSX Railroad, LM 0.01 near Erwin	WITHDRAW PROJECT	HSIP	90600	(\$20,353.00)	\$3,107,954.00
11/01/22	123235.00	HSIP-R00S(269)	Carter		Price Road (0C446) at CSX Railroad, LM 0.04 near Johnson City	CLOSE PROJECT	HSIP	2014-03	(\$58,910.30)	\$8,000,000.00
11/08/22	129134.00	STP/HSIP-91(52)	Washington	SR-91	From near Broadway Street to Carter County Line	CLOSE PROJECT	STBG	2090565	(\$21,326.11)	\$2,280,000.00
11/08/22	129134.00	STP/HSIP-91(52)	Washington	SR-91	From near Broadway Street to Carter County Line	CLOSE PROJECT	HSIP	2090595	(\$17,819.69)	\$2,456,250.00
11/08/22	129135.00	STP/HSIP-91(53)	Carter	SR-91	From Washington County Line to SR-67	CLOSE PROJECT	STBG	2090565	(\$2,324.36)	\$2,280,000.00
11/08/22	129135.00	STP/HSIP-91(53)	Carter	SR-91	From Washington County Line to SR-67	CLOSE PROJECT	HSIP	2090595	(\$9,092.82)	\$2,456,250.00
12/20/22	130739.00	STP-M-NH-34(128)*	Washington	SR-34	(East Jackson Boulevard), Intersection at Smith Lane, LM 10.83 in Jonesborough	ADJUST PE-N; AUTHORIZE PE-D	STBG-M	2017-16	\$34,391.48	\$50,000.00
12/22/22	128634.74	HSIP-8600(36)*	Unicoi		Various Local Roads in Unicoi County (Local Roads Safety Initiative)	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2090595	\$12,600.00	\$2,612,500.00
12/23/22	129169.00	STP/HSIP-91(55)	Carter	SR-91	From near SR-37 to near Green Valley Lane	AUTHORIZE CONST	STBG	2090565	\$1,016,736.00	\$2,940,000.00
12/23/22	129169.00	STP/HSIP-91(55)	Carter	SR-91	From near SR-37 to near Green Valley Lane	AUTHORIZE CONST	HSIP	2090595	\$37,100.00	\$2,612,500.00
03/01/23	128634.74	HSIP-8600(36)*	Unicoi		Various Local Roads in Unicoi County (Local Roads Safety Initiative)	AUTHORIZE CONST	HSIP	2090595	\$296,000.00	\$2,612,500.00
03/01/23	129136.00	STP/HSIP-359(13)*	Carter	SR-359	From near I-26 to near Milligan Highway	CLOSE PROJECT	STBG	2090565	\$18,241.54	\$2,280,000.00
03/01/23	129136.00	STP/HSIP-359(13)*	Carter	SR-359	From near I-26 to near Milligan Highway	CLOSE PROJECT	HSIP	2090595	\$103.86	\$2,456,250.00
03/01/23	131619.00	STP/HSIP-81(26)*	Washington	SR-81	From near Nolichuckey River to near Ridgecrest Road	AUTHORIZE CONST	STBG	2090565	\$1,716,444.00	\$5,160,000.00
03/01/23	131619.00	STP/HSIP-81(26)*	Washington	SR-81	From near Nolichuckey River to near Ridgecrest Road	AUTHORIZE CONST	HSIP	2090595	\$194,865.00	\$2,612,500.00
03/01/23	125177.00	STP-M/NH-SIP-381(13)	Washington	SR-381	Intersection at Harris Drive, LM 1.45 in Johnson City	CLOSE PROJECT	STBG-State	2017-14	\$28,500.00	\$150,000.00
03/01/23	125177.00	STP-M/NH-SIP-381(13)	Washington	SR-381	Intersection at Harris Drive, LM 1.45 in Johnson City	CLOSE PROJECT	STBG-Local	2017-14	(\$40,181.91)	\$325,000.00
03/01/23	129137.00	STP-NH/HSIP-67(38)	Carter	SR-67	From near SR-359 to near SR-91	CLOSE PROJECT	STBG	2090565	\$82,254.34	\$2,280,000.00
03/01/23	129137.00	STP-NH/HSIP-67(38)	Carter	SR-67	From near SR-359 to near SR-91	CLOSE PROJECT	HSIP	2090595	\$16,412.33	\$2,456,250.00
04/11/23	124660.00	BR-STP/HIP-353(12)	Washington	SR-353	(Old SR-34), Bridge over Little Limestone Creek, LM 11.72	ADJUST PE-N & PE-D; AUTHORIZE CONST	STBG	2090565	\$1,705,400.00	\$7,440,000.00
04/25/23	129169.00	STP/HSIP-91(55)	Carter	SR-91	From near SR-37 to near Green Valley Lane	ADJUST CONST	STBG	2090565	\$13,272.00	\$2,940,000.00
04/25/23	129169.00	STP/HSIP-91(55)	Carter	SR-91	From near SR-37 to near Green Valley Lane	ADJUST CONST	HSIP	2090595	\$3,058.00	\$2,612,500.00
04/27/23	128634.71	HSIP-8200(32)	Sullivan		Various Local Roads in Sullivan County (Local Roads Safety Initiative)	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2090595	\$0.00	\$2,612,500.00
05/11/23	111351.00	STP-M-5584(1)	Washington		Indian Ridge Road at SR-381(Including Skyline Drive)	CLOSE PROJECT	STBG-Local	2008-05	(\$108,840.77)	\$5,421,700.00
05/30/23	133219.00	HIP/STP-M-9107(32)	Washington		Downtown Johnson City Crosswalk Safety Project	AUTHORIZE PE-N	HIP-CRRSAA	2022-01	\$75,000.00	\$75,000.00
06/12/23	131619.00	STP/HSIP-81(26)*	Washington	SR-81	From near Nolichuckey River to near Ridgecrest Road	ADJUST CONST	STBG	2090565	(\$125,912.00)	\$5,160,000.00
06/12/23	131619.00	STP/HSIP-81(26)*	Washington	SR-81	From near Nolichuckey River to near Ridgecrest Road	ADJUST CONST	HSIP	2090595	\$13,422.00	\$2,612,500.00
07/13/23	124660.00	BR-STP/HIP-353(12)	Washington	SR-353	(Old SR-34), Bridge over Little Limestone Creek, LM 11.72	ADJUST PE-N, PE-D & CONST	STBG	2090565	\$453,056.00	\$7,440,000.00
09/12/23	128487.00	HSIP-R00S(461)	Sullivan		Summit Drive at Norfolk Southern Railroad, LM 0.25 in Bluff City	ADJUST PE-N; AUTHORIZE CONST	HSIP-R	JCM 2090595	\$450,002.00	\$500,000.00
09/20/23	129169.00	STP/HSIP-91(55)	Carter	SR-91	From near SR-37 to near Green Valley Lane	ADJUST CONST	STBG	2090565	\$300,000.00	\$2,940,000.00

Federal Transit Administration (FTA) Obligations

Date	Project No.	County	Description	Type	TIP/STP	Federal Obligated Amount	Amount in TIP
06/30/23	TN-2023-013	Washington	Federal allocation of FFY2020 and FFY2021 funds	5339	JCM 2023-04	\$428,357	\$1,044,000
Total FTA obligations						\$428,357	

ITEM 8

Update on Major Projects, Federal STBG funds, and AMPO Survey on Federal Obligation process.

Major Projects: In previous years, the Tennessee Department of Transportation (TDOT) requested our input on major transportation projects to be included in TDOT's Three-Year Work Program. These major projects are managed by TDOT and traditionally been totally funded with TDOT resources that are available to the state, whether it be federal or state funds.

Starting last year, TDOT no longer asked the MPOs to rank a phase of a project, but rather, the project as a whole through all phases. Once a project is ranked as a certain priority and included in the Three-Year Work Program, TDOT is committed to seeing the project through to completion. The MPOs will no longer have to re-prioritize the same project year after year, through each phase.

For this year, however, TDOT has stated that they will keep last year's prioritization list as the current one for this year, which included the Knob Creek Road Project, Section One from Marketplace Blvd to Mizpah Hills Dr., as the number one priority for the Johnson City MTPO. The TDOT Commissioner, Butch Eley, has stated, "Projects that have been started will be finished." TDOT is focused on finishing IMPROVE Act projects and getting them to construction. They are also working on selections for the state's new Statewide Partnership Program and will be reporting the projects that are funded to the General Assembly by December 2023.

Surface Transportation Block Grant (formula grant) and Federal Obligation Survey: The Association of Metropolitan Planning Organizations (AMPO), of which the Johnson City MTPO is a member, recently issued a survey report on Unobligated Balances and Project Timeline. This report represented responses from 40 states and 97 Metropolitan Planning Organizations (MPOs). Below is an excerpt from the report:

The purpose of the survey was to better understand the barriers that MPOs and local partners face in obligating federal funds. Specifically, the survey asked about PL/5303 funds that are used for planning, Surface Transportation Block Grant (STBG) funds, Transportation Alternative Program (TAP) funds, and Congestion Mitigation and Air Quality (CMAQ) funds. Additionally, information was collection on average lengths of project development phases.

Due to its size, below is a link to the survey report on the MTPO website. A copy of this report will be provided at the meeting.

https://jcmppo.org/Materials/Survey-Report-Unobligated-Balances-and-Project-Timelines_for-web.pdf?ver

This is an issue that not only the Johnson City MTPO faces, but all MPOs and states. For our efforts we are working with TDOT to try and find ways to improve the project delivery process. We have raised the issue with TDOT and provided them documentation on project timelines, not simply complaining. We feel the first step in improving the process is to identify the specific issues. Recently we have noticed improved internal staff coordination at TDOT with state managed projects. And it seems these projects are moving to construction faster. If TDOT's new process for state managed projects does indeed get to the construction phase more efficiently, we will recommend that TDOT incorporate these lessons learned for locally managed projects.

ITEM 9

Other Business

Adjourn