

AGENDA
JOHNSON CITY MTPO
Executive Board / Executive Staff
Tuesday, December 13, 2022 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 June 21, 2022 Meeting
- **Item 3:** Consider approval of a resolution to adopt the Johnson City MTPO 2050 Metropolitan Transportation Plan
 - **Resolution 2022-07 (Vote Required)**
- **Item 4:** Consider approval of a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany the adoption of the Transportation Improvement Program (TIP)
 - **Resolution 2022-08 (Vote Required)**
- **Item 5:** Consider approval of a resolution to adopt the Fiscal Years 2023-2026 Transportation Improvement Program (TIP)
 - **Resolution 2022-09 (Vote Required)**
- **Item 6:** Consider endorsement of proposed project for TDOT’s Three-Year Work Program
- **Item 7:** Consider approval of a resolution to support 2019-2023 Safety (PM1) Performance Targets by TDOT
 - **Resolution 2022-10 (Vote Required)**
- **Item 8:** Annual Listing of Obligated Projects
- **Item 9:** Other Business
- **Adjourn**

ITEM 1

Public Input

ITEM 2

Approval of the minutes from the June 21, 2022 Meeting

JOHNSON CITY MTPO
Minutes of the Executive Board and Executive Staff Meeting
Tuesday, June 21, 2022 at 10:00 a.m.
Location: Johnson City Transit Center, Training Room

Executive Board Present

Randy Trivette for the Honorable Mayor Joseph C. Wise, City of Johnson City, Chairman
The Honorable Mayor Richard Bowling, Town of Bluff City
Matthew Balough 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
John Deakins, Jr., Tennessee County Highway Officials Association

Executive Board Not Present

The Honorable Chuck Vest, Town of Jonesborough
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
The Honorable Mayor Richard Bowling, Town of Bluff City
Matthew Balough for Daniel Estes, City of Elizabethton
Jeff Rawles for Eldonna Janutolo, Johnson City Transit
Doug Jones for Washington County Highway Department
Ronda Sawyer, Tennessee Department of Transportation (TDOT)

Executive Staff Not Present

Glenn Rosenoff, Town of Jonesborough
Debbie Kessler, Town of Unicoi
Roger Colbaugh, Carter County Highway Department
Mike Harrison, First Tennessee Development District
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

Others Attending

Glenn Berry, Johnson City MTPO
Mary Butler, Johnson City MTPO
Kim Kreckow, Johnson City MTPO
Angie Charles, Washington County
Jon McCurry, NET Trans
Randy Dodson, Mattern & Craig
Kayla Ferguson, KCI

Summary of Motions:

- **Approved** – Minutes from April 28, 2022 meeting;
- **Approved** – Resolution 2022-02 to self-certify the metropolitan transportation planning process for the Johnson City MTPO;
- **Approved** – Resolution 2022-03 to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022;
- **Approved** – Resolution 2022-04 to adopt Amendment No. 2 to the Public Participation Plan;
- **Approved** – Resolution 2022-05 to adopt Transit Asset Management Targets;
- **Approved** – Resolution 2022-06 to adopt Transit Agencies’ Safety Targets; and
- **Endorsed** Fiscally Constrained List of Projects for the update to the Metropolitan Transportation Plan.

Call to Order: Meeting called to order at 10:01 a.m. by the Acting Chairman, Mr. Randy Trivette, standing in for the Honorable Mayor Joseph C. Wise.

Agenda Item 1: Chairman Mr. Trivette 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 April 28, 2022 meeting.

Mr. John Deakins Jr. made a motion for the board to approve the minutes of the April 28, 2022 meeting. Ms. Ronda Sawyer seconded the motion.

All approved. **Motion carried.**

Agenda Item 3: Chairman Mr. Trivette moved to Item 3, for the Executive Board 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 as a small MPO, we self-certify the planning process, whereas a large MPO receives a certification review directly from FHWA and FTA. This self-certification must accompany a TIP amendment and that the MPO has followed all federal rules and regulations.

The Honorable Mayor Joe Grandy made a motion for the board to approve the resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO. Mr. Matthew Balough seconded the motion.

All approved. **Motion carried.**

Agenda Item 4: Chairman Mr. Trivette moved to Item 4, to consider approval of a resolution to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022.

Mr. Berry explained that we are adding a new project to the TIP for NET Trans to reallocate their Section 5307 funds from operating to capital to fund two projects. The first is to upgrade the parking lot located in Elizabethton and to also upgrade their radio system which would include vehicle radios. Mr. Berry said that other funds covered operating at 100% and these capital improvements are needed instead. Mr. Jon McCurry added that the improvements with the radio system would enhance their overall communication system.

Mr. Deakins made a motion for the board to approve the resolution to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans. Mayor Grandy seconded the motion.

All approved. **Motion carried.**

Agenda Item 5: Chairman Mr. Trivette moved to Item 5, to consider a resolution to adopt Amendment No. 2 to the Public Participation Plan.

Mr. Berry identified several items that are affected by the amendment to the Public Participation Plan (PPP). The first is the removal of a formal public hearing preceding a TIP adoption or amendment. Instead, the MTPO will encourage people to speak directly to the Executive Board in the timeframe allotted at each meeting for public input. There are also numerous changes that include things like title changes and terminology updates.

Mr. Berry presented two public comments that were received on the PPP. The first was from Candace Long about considering NET Trans in the section on Program of Projects. This was an oversight by the MTPO staff and the section was updated to refer to all transit agencies. The second comment was from Lian Li from the Eastern Federal Lands Highway Division regarding the involvement of her agency in the development of the TIP and MTP. Mr. Berry responded to her directly to note the process is on page 25. Eastern Federal Lands Highway Division is a part of the Interagency Consultation List. Mr. Berry also said he reached out to the local staff of the Cherokee National Forest to learn more about activities within their boundaries.

Ms. Sawyer made a motion for the board to approve the resolution to adopt Amendment No. 2 to the Public Participation Plan. Mayor Grandy seconded the motion.

All approved. Motion carried.

Agenda Item 6: Chairman Mr. Trivette moved to Item 6, to consider approval of a resolution to adopt Transit Asset Management Targets.

Mr. Berry displayed the proposed Transit Asset Management, or TAM, targets. Each transit agency sets their own targets but the MTPO sets up a regional target to present to the Executive Board. Mr. Jeff Rawles explained that Johnson City Transit was in a good position because of recent acquisition of vehicles so that their buses are in good shape. There is difficulty in ordering new minivans because of supply chain issues. Mr. Deakins asked what are cutaway vehicles and Mr. Rawles answered that they are fronted by the Ford 450 vehicle with a box in the back.

Mr. Deakins made a motion for the board to approve the resolution to adopt Transit Asset Management Targets. Mr. Balough seconded the motion.

All approved. Motion carried.

Agenda Item 7: Chairman Mr. Trivette moved to Item 7, to consider approval of a resolution to adopt Transit Agencies' Safety Targets.

Mr. Berry displayed the proposed Transit Safety targets. These targets are separated by transit agency by the nature of their service. Johnson City Transit is primarily fixed route service and NET Trans is solely demand response. The number of miles is vastly different between the two agencies, affecting the rates of their safety targets. Mr. Trivette noted that the injury rates were well below the target and that both systems were doing a good job, ensuring passenger safety on both systems. Mr. Deakins asked about mechanical failures. Mr. Rawles explained that any time a vehicle needs service, it is logged as a mechanical failure. Mr. McCurry explained that failures can include events like a flat tire that would take a vehicle out of service.

Mayor Grandy made a motion for the board to approve the resolution to adopt Transit Agencies' Safety Targets. Ms. Sawyer seconded the motion.

All approved. Motion carried.

Agenda Item 8: Chairman Mr. Trivette moved to Item 8, to consider endorsement of fiscally constrained list of projects for the update to the Metropolitan Transportation Plan (MTP).

Mr. Glenn Berry provided background on the update to the MTP process. It is a required federal document and he introduced Ms. Kayla Ferguson with KCI, the consultant working on the update to the MTP. Ms. Ferguson provided an overview of the “Existing plus Committed Project List.” This list includes projects that have been completed since the current plan was adopted in 2018 and also those that are under development. Some of these projects are programmed in the current TIP or will be in the new TIP.

She also went over the “Fiscally Constrained Project List.” Because funding must be reasonably expected to be available, there are a limited number of projects that can be on this list to meet the fiscal constraint test required by FHWA. She explained that projects are divided into two horizon years, 2030 and 2050.

She also explained that several projects were unable to be funded and are shown on the “Illustrative Unfunded Project List.” These projects, just by the nature of their high cost, are not able to be funded within the fiscal constraints of the MTP.

Mayor Grandy asked about the Boones Creek Road project and why only a part of it could be funded. Ms. Ferguson explained the high cost of the project is limited by available funding. TDOT has a track record of breaking large projects up into sections. For example, TDOT has widened two sections of State Route 36 in separate projects and a project to widen the third section is under development. Mr. Trivette added that it took decades to build a railroad overpass in Erwin, so he understands the process.

Mr. Trivette asked how the project costs were attained. Ms. Ferguson said they used TDOT’s Cost Estimation Tool and inflation rates to estimate future costs.

Ms. Ferguson also went over the public comment process on the proposed list of projects. The Social PinPoint map was made available online for the public to view the projects and submit comments. They could upvote or downvote projects. There were almost 1,400 visitors to the map, with over 1,800 inputs on the projects.

Lastly, Ms. Ferguson reviewed the Fiscal Constraint Summary and the estimated revenues they are expected to receive. These numbers are based on historical figures and what the area has received in the past. Mr. Berry pointed out that it is important not to zero out balances, because project costs do exceed their estimates and we do not want to jeopardize funding for the prioritized projects.

Mr. Deakins asked about local funding. Ms. Ferguson said the estimate was based on local budget information.

Mayor Grandy was concerned about the Old Gray Station Road project. Mr. Deakins pointed out that it was on page 2 of the “Existing plus Committed List.” Mayor Grandy also asked about the effect of receiving additional federal funding on this process. Ms. Ferguson explained that if additional federal funding is received, then a project that is currently on the Illustrative List can be moved to the Fiscally Constrained List. Mr. Berry mentioned that the new IJJA (BIL) legislation offers many different competitive grants to apply for. Unfortunately, the core programs did not appear to benefit from the increase in funding. Most of it is tied to competitive grants. One notable grant is the [Safe Streets for All grant](#), which

requires the development of a safety action plan first. Local jurisdictions are eligible to apply for this grant. It was noted that the First Tennessee Development District could be available to write grants.

Ms. Sawyer made a motion to endorse fiscally constrained list of projects for the update to the Metropolitan Transportation Plan (MTP). Mr. Deakins seconded the motion.

All approved. Motion carried.

Agenda Item 9: Chairman Mr. Trivette moved to Item 9, Other Business.

Mr. Berry announced that the Regional ITS Architecture and Deployment Plan has been approved by FHWA as "Ready for Use." This ensures that ITS projects are eligible to be funded.

Ms. Mary Butler announced that the draft TIP was being reviewed by TDOT and comments should be received back any day.

Mr. Berry also announced that a response to questions from TDOT in the Planning Status Review were submitted and that a meeting with them will be scheduled at a later date.

Adjourn: There being no further business, Chairman Mr. Trivette adjourned the meeting at 11:07 a.m.

ITEM 3

Resolution 2022-07: Consider approval of a resolution to adopt the Johnson City MTPO 2050 Metropolitan Transportation Plan

The Johnson City MTPO has completed the update to the Johnson City MTPO 2050 Metropolitan Transportation Plan (MTP). The 2050 MTP is ready to be considered for adoption by the Executive Board. The 2050 MTP has been reviewed by the Tennessee Department of Transportation, Federal Highway Administration and Federal Transit Administration. The afore-mentioned agencies are in concurrence that the document has been developed in compliance with federal law, has demonstrated fiscal constraint, and significant public outreach has been involved in developing the updated plan. The 30-calendar day public comment period on the final draft ran from November 9, 2022 until December 9, 2022. A public meeting was held on November 30, 2022. The plan has been made available in electronic format, with a hardcopy version available at the MTPO office.

A copy of the draft plan can be found on the Johnson City MTPO website at https://jcmtpo.org/mtp/2050/JohnsonCityMTPO_DraftMTP.pdf.

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 (MTPO)**

TO ADOPT THE JOHNSON CITY MTPO 2050 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Johnson City MTPO is responsible for the transportation planning and coordination for the Johnson City Urbanized Area; and

WHEREAS, the Johnson City MTPO Executive Board has the authority to adopt plans and programs; and

WHEREAS, the development of a Metropolitan (Long-Range) Transportation Plan (MTP) was completed in accordance with Title 23 United States Code, Section 134, Metropolitan Transportation Planning; and

WHEREAS, various local, state, regional, and federal agencies, involved with transportation planning for the Johnson City Urbanized Area, have cooperatively developed the Johnson City MTPO 2050 MTP; and

WHEREAS, the MTP has completed the required 30-calendar day public review and comment period;

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City MTPO does hereby adopt the Johnson City MTPO 2050 Metropolitan Transportation Plan.

MTPO Executive Board, Chairman

Date

MTPO Executive Secretary

Date

ITEM 4

Resolution 2022-08: Consider approval of a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany the adoption of 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 450.334, 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 and the Tennessee Department of Transportation hereby certify 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. 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;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 11101 (e) of the Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”) (Pub. L 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. 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;
- 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.

Signature: _____
Randy Trivette
Chair, Johnson City MTPO Executive Board

Date: _____

Ronnie Porter
Director, TDOT Program Development &
Administration Division

Date: _____

ITEM 5

Resolution 2022-09: Consider approval of a resolution to adopt the Fiscal Years 2023-2026 Transportation Improvement Program (TIP)

The Johnson City MTPO has developed a new four-year Transportation Improvement Program for Fiscal Years 2023-2026, which identifies federal transportation funds to be used for projects the region. The MTPO has successfully addressed all comments from the Tennessee Department of Transportation, the Federal Highway Administration and Federal Transit Administration. After public notice in the Johnson City Press on November 3, 2022, the draft TIP was available for public comment until November 16, 2022. The draft TIP was made available on the website, www.jcmpto.org, along with an online comment form, and announced on social media. Also, copies of the draft TIP, along with comment sheets, were made available at the Johnson City MTPO offices. In addition to this, an interagency letter advising the availability of the draft TIP for comment was sent to other state and federal agencies for their review and comment.

There were no public comments received on the draft TIP.

The FYs 2023-2026 TIP is available online at:

https://jcmpto.org/TIP/2023_2026/Johnson%20City%20MTPO%20FY%202023-2026%20TIP.pdf

It is recommended that 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

To Approve and Adopt the Fiscal Years 2023 – 2026 Transportation Improvement Program (TIP)

WHEREAS, the Johnson City MTPO is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout portions of Carter, Sullivan, Unicoi, and Washington Counties; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL), requires that each MPO adopt a four-year work program that consists of a program of transportation projects to be advanced during the program period; and

WHEREAS, the TIP is comprised of projects that are derived from the MTPO’s adopted 2050 Metropolitan Transportation Plan, which serves as a guide for the development of the TIP; and

WHEREAS, the Johnson City MTPO Executive Board determines the use of various Federal Highway Administration funds, including Surface Transportation Block Grant Program, National Highway Performance Program, Highway Safety Improvement Program, Federal Transit Administration programs, and other federal transportation funds that are made available for Johnson City MTPO area projects, as listed in the TIP, along with numerous other grant opportunities provided for in the BIL; and

WHEREAS, no Johnson City MTPO area highway or transit projects are eligible for Federal funds until they are programmed into the TIP; and

WHEREAS, the Johnson City MTPO has involved the public and interested stakeholders as detailed by the Public Participation Plan, which includes a public review and comment period of no less than fourteen (14) calendar days, from November 3, 2022 to November 16, 2022; and

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization hereby approves and adopts the Johnson City MTPO Fiscal Years 2023 – 2026 Transportation Improvement Program.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 6

Consider endorsement of proposed project for TDOT's Three-Year Work Program

Each year the Tennessee Department of Transportation (TDOT) requests 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 this year, TDOT is completing the ranking process a little differently. They will no longer ask 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, 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.

Also newly implemented this year is that projects were presented as either **committed** or **proposed**. If a project was listed as committed, it means TDOT has already listed this in a previous work program and there is no need to rank it again. If a project is proposed, it has not been previously listed in TDOT's Three-Year Work program and is being proposed to be added. These projects are presented on a new website from TDOT that shows the location of each project and information about it. Here is a link to the website that shows the projects for the Johnson City MTPO:

<https://rpo-project-rankings-dv-prjrankings.hub.arcgis.com/pages/johnson-city-mpo>

For the Johnson City MTPO, there is one committed project, the section of Knob Creek Road between SR-354 (Boones Creek Road) and Mizpah Hills Drive. It was listed in the previous Three-Year Work program. There is one proposed project, the section of Knob Creek Road that starts west of Mizpah Hills Drive to Market Place Boulevard. Currently this project is being managed by the City of Johnson City.

This is the companion project to the committed section of Knob Creek. It is vital for the city to complete the right-of-way phase and final design plans so this section of Knob Creek Road can be turned over to TDOT to fund and manage. Until that happens the likelihood of being included in TDOT's Three-Year Work Program is slim.

It should be noted that while the section of Knob Creek from Mizpah Hills Drive to SR-354 is committed to be completed by TDOT, functionally the section of Knob Creek from Marketplace Blvd to west of Mizpah Hills Drive needs to be constructed first.

Please see on the next page the ranking details of each project.

The Johnson City MTPO staff proposes the ranking on the next page of Knob Creek Road (TDOT PIN 102620.00) from Marketplace Blvd to west of Mizpah Hills Drive to be the number one priority.

It is recommended this ranking be endorsed by the Johnson City MTPO Executive Board by voice vote.

**Johnson City MTPO Priority of Projects (Proposed Ranking highlighted in Yellow)
For TDOT's Three-Year 2024-2026 Work Program**

Committed Project from previous Work Program

MPO	County	PIN	Route	Description	Length	Phase	Est. Cost
Johnson City	Washington	124790.00	SR-XXX (LR06040)	(Knob Creek Rd.) From SR-354 (Boones Creek Rd.) to Mizpah Hills Dr. (IA)	2.0	PE	\$2.3 million

Proposed Project to Rank

MPO	County	PIN	Route	Description	Length	Phase	Est. Cost	MTPO Ranking
Johnson City	Washington	102620.00	SR-XXX (LR06040)	Knob Creek Road, West of Mizpah Hill Drive to Market Place Boulevard <i>Locals need to complete PE/ROW (Not IA Project)</i>	0.8	Const	\$31 million	1

ITEM 7

Resolution 2022-10: Consider approval of a resolution to support 2019-2023 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, marking the 6th consecutive year that the five-year average has increased. Unfortunately, the number of non-motorists' fatalities and serious injuries also 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, operational improvements, and motor carrier safety.

In the next year, the Johnson City MTPO staff plans to review crash data in a new system made available to the MPOs across the state, called 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 will use this software to identify areas in the MTPO that need safety improvements. There are many new grants that are available from the IIJA/BIL that can fund safety projects, especially those that involve vulnerable road users.

Also, a consultant with the Federal Highway Administration completed a first draft of the Local Road Technical Assistance Corridor Safety Analyses and Recommendations for Washington County. The MTPO staff plans to use this document as a guide for safety improvement recommendations for other jurisdictions in the MTPO.

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 2019-2023 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 known 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, 2022 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 2019-2023 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, 2022

	ANTICIPATED BASELINE**	TARGET
	2017-2021	2019-2023
Number of Fatalities*	1,148.6	1,308.2
Fatality Rate ^{1*}	1.417	1.601
Number of Serious Injuries*	5,995.6	6,069.4
Serious Injury Rate	7.416	7.424
Number of Non-motorized Fatalities and Serious Injuries	546.4	600.9

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 2022. FHWA will determine the final figures in early 2023.

ITEM 8

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, 2022. These projects were federally obligated by the Federal Highway Administration. Also included are projects obligated by area transit agencies; however, some of these grants were CARES Act Covid Relief funds that were not required to be listed in the TIP and are shown for informational purposes only. These projects were federally obligated by the Federal Transit Administration.

The Fiscal Year 2022 Annual Listing of Obligated Projects is posted to our website at https://jcmpto.org/obligated_projects/Johnson_City_MPO_Annual_FY2022.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



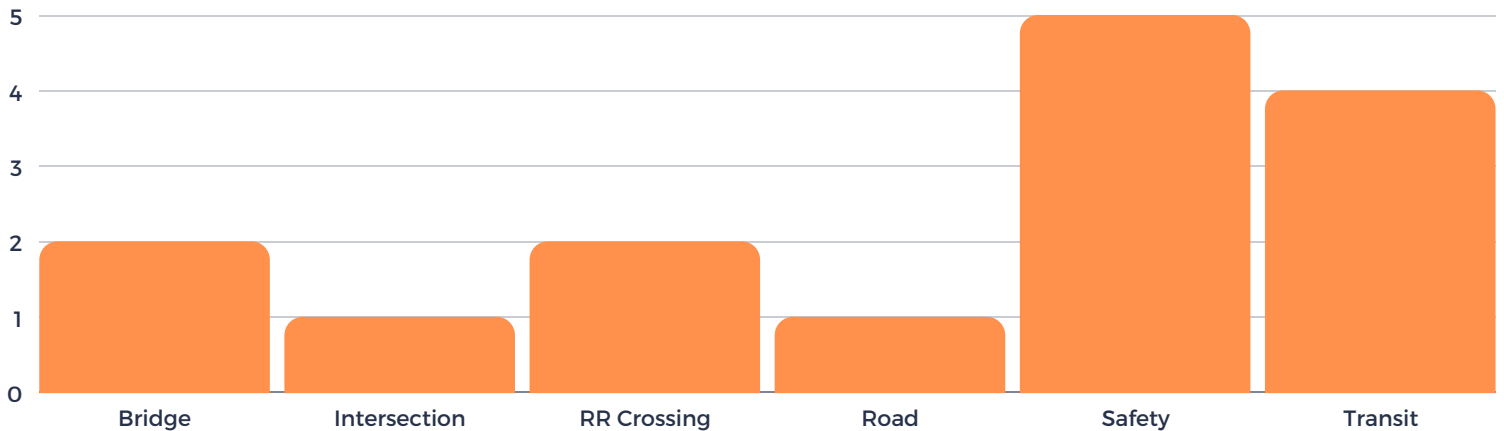
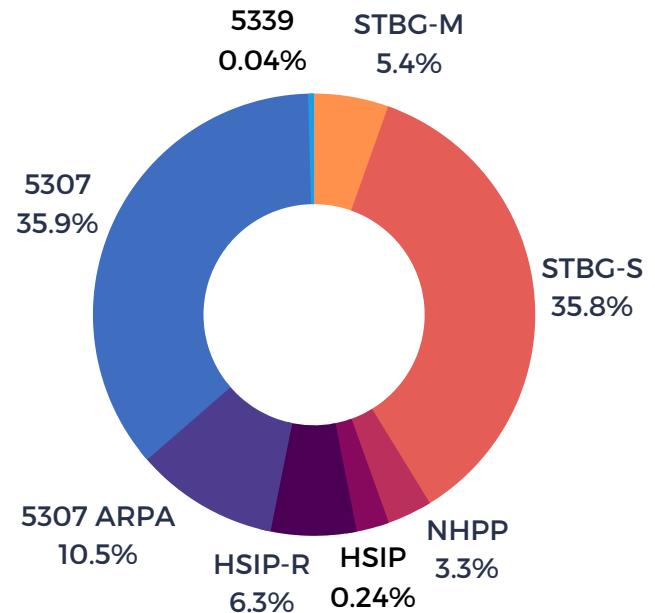
FOR OCTOBER 1, 2021 TO SEPTEMBER 30, 2022

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.



\$10.594 MILLION

Total Federal Funds Obligated

15

Active Projects

10

Projects Closed Out

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

OBLIGATIONS FOR JOHNSON CITY MPO FY 2022

FED FUNDS OBLIGATED: \$8,415,343.79

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
10/18/21	123196.00	HSIP-R00S(274)	Washington		Tennessee Street (04806) at NS Railroad, LM 0.590 in Johnson City	CLOSE PROJECT	HSIP	2014-03	(\$84,427.53)	\$8,000,000.00
10/18/21	123208.00	HSIP-R00S(281)	Washington		Watauga Street (0B600) at NS Railroad, LM 0.09 in Johnson City	CLOSE PROJECT	HSIP	2014-03	(\$49,891.35)	\$8,000,000.00
10/25/21	131961.00	HSIP-R00S(544)	Washington		Perma R Road at Norfolk Southern Railroad, LM 0.065 in Johnson City	AUTHORIZE PE-N	HSIP	2090595	\$13,500.00	\$105,450.00
10/27/21	125679.00	HSIP-8200(31)*	Sullivan		Allison Road, From Haw Ridge Road to SR-34(US-11E,Bristol Highway)	CLOSE PROJECT	HSIP	90600	(\$407.34)	\$3,727,272.00
10/29/21	121846.00	STP-SIP-354(11)*	Washington	SR-354	Intersection at Bugaboo Springs Rd, LM 1.887	CLOSE PROJECT	STBG	90400	(\$10,837.60)	\$4,709,064.00
11/19/21	129912.00	HSIP-362(12)*	Carter	SR-362	From SR-361 (Dry Creek Road) to Gap Creek Road	ADJUST PE-N; AUTHORIZE PE-D; CHANGE TERMINI	HSIP	2090595	\$9,000.00	\$105,450.00
11/19/21	128745.00	HSIP-67(35)*	Carter	SR-67	From near SR-37 to near bridge over Watauga River	CLOSE PROJECT	HSIP	2090595	(\$54,922.09)	\$2,550,000.00
12/06/21	124662.00	BR-NH-34(122)	Washington	SR-34	(US-11E, West Market Street), Bridge over CSX Railroad, LM 15.53	AUTHORIZE PE-D	NHPP	2090560	\$348,000.00	\$890,000.00
12/06/21	125450.03	HSIP-8600(35)*	Unicoi		Various Local Roads in Unicoi County (Local Roads Safety Initiative)	CLOSE PROJECT	HSIP	90600	\$12,596.61	\$4,027,272.00
12/06/21	125528.00	STP-M-9103(17)	Carter		Elk Avenue, Bridge over Doe River	ADJUST PE-N, PE-D & CONST	STBG-M	2014-01	\$262,305.00	\$1,491,073.00
01/20/22	128634.09	HSIP-1000(31)*	Carter		Various Local Roads in Carter County (Local Roads Safety Initiative)	AUTHORIZE PE-D	HSIP	2090595	\$4,500.00	\$2,550,000.00
02/03/22	043975.01	HPP/STP-91(31)	Carter	SR-91EXT	From SR-67 (US-321) to SR-37 (US-19E)	ADJUST CONST	STBG-State	2010010	\$3,791,224.00	\$8,197,902.00
03/02/22	129459.00	HSIP-R-91(51)	Washington	SR-91	(Market Street) at Norfolk Southern Railroad, LM 0.54 in Johnson City	AUTHORIZE CONST	HSIP-R	2090595	\$340,797.00	\$555,000.00
03/09/22	112456.00	NH-I-26(44)	Washington	I-26	Interchange at SR-354(Exit 17) (IA)	CLOSE PROJECT	NHPP	90115	(\$123,171.38)	\$16,700,000.00
03/21/22	132450.09	HSIP-1000(32)*	Carter		Various Local Roads in Carter County (Local Roads Safety Initiative)	AUTHORIZE PE-N	HSIP	2090595	\$90,000.00	\$2,550,000.00
05/19/22	112457.00	NH-I-26(45)	Washington	I-26	East of SR-91 to SR-67 Interchange (Eastbound Only)	CLOSE PROJECT	NHPP	2011-31	\$3,034,793.08	\$320,000.00
06/08/22	111351.00	STP-M-5584(1)	Washington		Indian Ridge Road at SR-381 (Including Skyline Drive)	ADJUST CONST	STBG-Local	2008-05	\$313,814.00	\$5,421,700.00
06/27/22	129460.00	HSIP-R00S(509)	Washington		LP Auer Road (0B808) at Norfolk Southern Railroad, LM 0.39 in Johnson City	AUTHORIZE CONST	HSIP-R	2090595	\$321,955.00	\$955,000.00
07/08/22	129912.00	HSIP-362(12)*	Carter	SR-362	From SR-361 (Dry Creek Road) to Gap Creek Road	AUTHORIZE CONST	HSIP	2090595	\$137,000.00	\$2,550,000.00
08/06/22	125528.00	STP-M-9103(17)	Carter		Elk Avenue, Bridge over Doe River	CLOSE PROJECT	STBG-M	2014-01	\$573.63	\$1,491,073.00
08/09/22	127426.00	STP-M-34(117)	Sullivan	SR-34	(Bristol Hwy, US-11E/19W), Intersection at Industrial Park Road, LM 2.966 in Bluff City	CLOSE PROJECT	STBG-M	2017-02	\$58,942.76	\$613,000.00

Federal Transit Administration (FTA) Obligations

Date	Project No.	County	Description	Type	TIP/STP	Federal Obligated Amount	Amount in TIP
01/21/22	TN-2022-006-00	Washington	American Rescue Plan Act (ARPA) funds were received to help with day to day operations during Covid. Funds were 100% federal.	5307- ARPA	N/A	\$1,108,611	N/A
05/09/22	TN-2021-040-01	Washington	This will be used for the purchase of a revenue vehicle to be used in the urbanized areas of Johnson City	5339	2020-10	\$45,860	\$57,325
05/10/22	TN-2019-018-02	Washington	These funds will be used for operating expenses in the urbanized areas of Johnson City	5307	2020-07	\$160,386	\$1,053,420
08/09/22	TN-2022-020-00	Washington	FTA funds for daily operation of fixed route and demand response service (including employees' wages, fuel & oil, insurance, radio communications, operating supplies, and utilities) and capitalized ADA complementary paratransit service. This grant combined FY 20 & 21 allocations as a supergrant.	5307	2020-01	\$3,647,649	\$6,674,700
Total FTA obligations						\$4,962,506	

ITEM 9

Other Business

Adjourn