

AGENDA  
JOHNSON CITY MTPO  
Executive Board / Executive Staff Meeting  
Thursday, August 7, 2025 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 February 25, 2025 Meeting
- **Item 3:** Consider approval of adopting the Fiscal Years 2026-2027 Unified Planning Work Program
  - **Resolution 2025-03 (Vote Required)**
- **Item 4:** Consider approval of the Metropolitan Planning Area (MPA) Boundary
  - **Resolution 2025-04 (Vote Required)**
- **Item 5:** Transit Agencies’ Showcase
- **Item 6:** Consider approval of a resolution to adopt Transit Asset Management Targets
  - **Resolution 2025-05 (Vote Required)**
- **Item 7:** Consider approval of a resolution to adopt Transit Agencies’ Safety Targets
  - **Resolution 2025-06 (Vote Required)**
- **Item 8:** Other Business
- **Adjourn**

# **ITEM 1**

Public Input

# **ITEM 2**

Approval of the minutes from the February 25, 2025 Meeting

**JOHNSON CITY MTPO**  
**Minutes of the Executive Board and Executive Staff Meeting**  
**Tuesday, February 25, 2025 at 10:00 a.m.**  
**Location: Johnson City Transit Center, Training Room**

**Executive Board Present**

The Honorable Mayor Lori Stanton, Town of Bluff City  
Rich DesGroseilliers for the Honorable Mayor William Carter, City of Elizabethton  
Malcolm Highstreet for the Honorable Mayor Chuck Vest, Town of Jonesborough  
The Honorable Mayor Joe Grandy, Washington County  
Troy Ebbert for the Honorable Governor Bill Lee, State of Tennessee  
John Deakins, Jr., Tennessee County Highway Officials Association

**Executive Board Not Present**

The Honorable Mayor John Hunter, City of Johnson City  
The Honorable Mayor Patty Woodby, Carter County  
The Honorable Mayor Kevin McInturff, Town of Unicoi

**Executive Staff Present**

Jason Miles for Cathy Ball, City of Johnson City, Chairman  
Matt Balough for Daniel Estes, City of Elizabethton  
Kim Kreckow for Eldonna Janutolo, Johnson City Transit  
Doug Jones for Washington County Highway Department  
Troy Ebbert, Tennessee Department of Transportation (TDOT)  
Chase Milner, First Tennessee Development District

**Executive Staff Not Present**

Michelle Roberts, Town of Bluff City  
Glenn Rosenoff, Town of Jonesborough  
Debbie Kessler, Town of Unicoi  
Shannon Burchett, 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**

Anthony Todd, City of Johnson City  
Dustin Thompson, City of Johnson City  
John Steadman, City of Johnson City  
Ambre Torbett, Sullivan County  
Tim Dougherty, NET Trans  
Randy Busler, TDOT  
Ann Marie Anway, TDOT  
Stacy Morrison, TDOT

### Summary of Motions:

- **Approved** – Minutes from August 7, 2024 meeting;
- **Approved** – Resolution 2025-01 to support 2021-2025 Safety (PM1) Performance Targets by TDOT; and
- **Approved** – Resolution 2025-02 to support updated Pavement and Bridge (PM2) Performance Targets and System Performance (PM3) Targets by TDOT.

**Call to Order:** Meeting called to order at 10:01 a.m. by the Acting Chairman, the Honorable Mayor Joe Grandy.

**Agenda Item 1:** Chairman Mayor Grandy 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 Mayor Grandy moved to Item 2, to approve the minutes from the August 7, 2024 Meeting.

Mr. John Deakins, Jr. made a motion for the board to approve the minutes of the August 7, 2024 Meeting. Mr. Troy Ebbert seconded the motion.

All approved. **Motion carried.**

**Agenda Item 3:** Chairman Mayor Grandy moved to Item 3, to consider approval of a resolution to support 2021-2025 Safety (PM1) Performance Targets by TDOT.

Mr. Berry showed the updated figures for the safety performance targets. Staff recommends that our MPO continue to support the state's targets. During the discussion, Mayor Grandy asked what was being done to improve safety with projects. Mr. Troy Ebbert noted the department is requesting to expand the HELP truck program to the rural interstates, of which include I-26 and I-81 in our region. In conjunction with this effort, ITS deployment of cameras along the interstates support the rural HELP truck program. Mr. Berry then added there is enforcement through a joint effort of state highway patrol and City of Johnson City that was directed at driver behavior, specifically speeding.

Mr. Ebbert made a motion for the board to approve a resolution to support 2021-2025 Safety (PM1) Performance Targets by TDOT. Mr. Deakins seconded the motion.

All approved. **Motion carried.**

**Agenda Item 4:** Chairman Mayor Grandy moved to Item 4, to consider approval of a resolution to support updated Pavement and Bridge (PM2) Performance Targets and System Performance (PM3) Targets by TDOT.

Mr. Berry explained that TDOT is updating their targets that are on a four-year cycle. This is the mid-range of the four-year cycle. He displayed the pavement and bridge targets and discussed that TDOT does a great job with keeping up with maintenance of state routes' pavement. He recommends that our MPO continues to support TDOT's targets.

Mr. Deakins made a motion for the board to approve the resolution to support updated Pavement and Bridge (PM2) Performance Targets and System Performance (PM3) Targets by TDOT. Mr. Ebbert seconded the motion.

All approved. **Motion carried.**

**Agenda Item 5:** Chairman Mayor Grandy moved to Item 5, MPO Manager Updates.

Mr. Berry gave an update on four items.

First, he provided information on an upcoming Household Travel Survey. This data will be used to update the travel demand model during our next long-range plan update. Large MPOs typically do this type of survey every ten years; however, our MPO has never done one. Our MPO is partnering with 8 other MPOs across Tennessee to conduct the survey through the University of Tennessee Center for Transportation Research and the consultants of WSP-Westat. He gave a presentation showing information that will be gathered from randomly selected addresses in our area during Spring and Fall this year. This kind of information can only be gathered by people filling out the survey. A phone app makes it easy. The survey website explains the process in more detail at <https://mytravelscount.com/>.

Mr. Berry informed the Board that the State Route 75 Corridor Study is underway. CDM Smith is the consultant chosen to work on the study. A kickoff meeting was held to organize the group locally before bringing in TDOT staff. CDM Smith is currently gathering data and conducting traffic and turning movement counts. Mr. Anthony Todd has provided the data that his team has collected already. He showed the Johnson City MTPO website and the article of questions and answers we have about the study. Link: <https://jcmmpo.org/state-route-75-corridor-study-with-qa/>

Mr. Berry then moved on to the development of the new Transportation Improvement Program, or TIP. Funding is a challenge, as most of the current projects will need to be moved to the new TIP. He pointed out the MPO's balance of Surface Transportation Block Grant (STBG) funds is \$12,530,890. Of that balance, approximately \$10 million is accounted for with existing estimates, but those estimates are 3- to 4-years-old and he expected the balance to be wiped out to fund existing projects in the TIP, due to the meteoric rise of costs. Mr. Berry displayed a chart of how much different construction items have increased in the past few years. He did ask the members to review their current projects in the TIP and let the MPO staff know if they no longer need federal funding for any project and if they are considering local funds instead. He also mentioned a recent order from U.S. DOT that was sent out last week stating that all STIP amendments in the United States will need to be reviewed by the single Office of General Counsel for U.S. DOT in Washington, D.C. This will cause delays in approvals for STIP Amendments and most likely the new TIP if the order remains in effect. He noted currently this is done at the state FHWA Division level for each state. An approval is necessary before a project can receive the additional funds in the amendment.

And finally, Mr. Berry introduced new legislation being proposed in the Tennessee General Assembly to provide additional funding for transportation at the local level. He played a video that TDOT had created. Link: <https://youtu.be/DJm4yqSp5is?si=LjNvYlexqHNqXse> He described that this legislation is updating the current law to include all of the state and additional transportation categories. It gives local jurisdictions another tool in their toolbox to raise funds for projects. It is basically enabling legislation. This money can also be used to match federal funds. Mr. Troy Ebbert pointed out that members should follow the legislation as it moves forward because it can change as it moves through the legislative process. A link to follow the legislation was provided at the meeting: [Tennessee General Assembly Legislation](#).

**Agenda Item 6:** Chairman Mayor Grandy moved to Item 6, Other Business.

The Board welcomed Bluff City Mayor Lori Stanton to the Executive Board and thanked her for being an active member.

There were no other business items to discuss.

**Adjourn:** There being no further business, Chairman Mayor Grandy thanked everyone for attending the meeting. Meeting adjourned at 11:35 a.m.

# ITEM 3

**Resolution 2025-03:** Consider approval of adopting the Fiscal Years 2026-2027 Unified Planning Work Program

The Johnson City MTPO staff has finalized the Fiscal Years (FYs) 2026-2027 Unified Planning Work Program (UPWP) for Executive Board approval. The UPWP outlines tasks to be undertaken by the Johnson City MTPO, along with identifying funding sources to complete these tasks. The two-year UPWP covers the federal fiscal year starting on October 1, 2025 and ending on September 30, 2027.

The UPWP covers five traditional tasks that are included every year. Major tasks include starting the update to both the Metropolitan Transportation Plan and the Coordinated Public Transit – Human Services Transportation Plan. A new 2026-2029 Transportation Improvement Program will also be adopted by the end of calendar year 2025.

The draft UPWP was submitted to the Tennessee Department of Transportation, Federal Highway Administration, and Federal Transit Administration for their review and comment. During this review process, comments on the draft were provided to the MTPO from these agencies and satisfactorily addressed.

To view the final draft of the FYs 2026-2027 UPWP, please click on the link below or contact the MTPO office at 137 West Market Street, Johnson City, TN 37604, by email at [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org), or by phone at (423) 434-6272 to obtain a hard copy.

<https://jcmpo.org/wp-content/uploads/2025/06/Johnson-City-MTPO-FY-2026-2027-UPWP-Final-Draft.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 approve and adopt the Fiscal Years 2026-2027 Unified Planning Work Program**

**WHEREAS**, a comprehensive, cooperative, and continuing transportation process is to be carried out in the Johnson City Metropolitan Planning Area; and

**WHEREAS**, under federal planning guidelines, Metropolitan Planning Organizations are required to submit a Unified Planning Work Program (UPWP) that identifies the transportation planning projects and planning activities to be undertaken by local, regional, and/or state agencies for the Johnson City Metropolitan Transportation Planning Organization (MTPO) Metropolitan Planning Area (MPA) for Fiscal Years 2026-2027; and

**WHEREAS**, the various state, local and regional agencies involved with transportation planning for the Johnson City MTPO MPA have cooperatively developed a UPWP for Fiscal Years 2026-2027; and

**WHEREAS**, the staff of the Johnson City MTPO, Tennessee Department of Transportation, Federal Highway Administration, and Federal Transit Administration have reviewed the Fiscal Years 2026-2027 UPWP and found it satisfies federal requirements; and

**NOW, THEREFORE, BE IT RESOLVED** the Johnson City MTPO Executive Board does hereby approve and adopt the Fiscal Years 2026-2027 Unified Planning Work Program.

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MTPO Executive Board, Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
MTPO Executive Secretary

\_\_\_\_\_  
Date

# ITEM 4

## **Resolution 2025-04:** Consider approval of the Metropolitan Planning Area (MPA) Boundary

A Metropolitan Planning Area (MPA) is the geographic area where a Metropolitan Planning Organization (MPO) carries out its transportation planning responsibilities. It must include the entire Johnson City Urbanized Area (UZA), as defined by the U.S. Census Bureau, plus the contiguous areas expected to become urbanized within the next 20 years. The MPA boundary is established through an agreement between the MPO and the Governor of the State of Tennessee. Please note that Title 23 of the Code of Federal Regulations, Section 450.312, allows more than one MPO to plan for a single UZA, with an MPA boundary encompassing more than one urbanized area; however, the MPA boundaries cannot overlap.

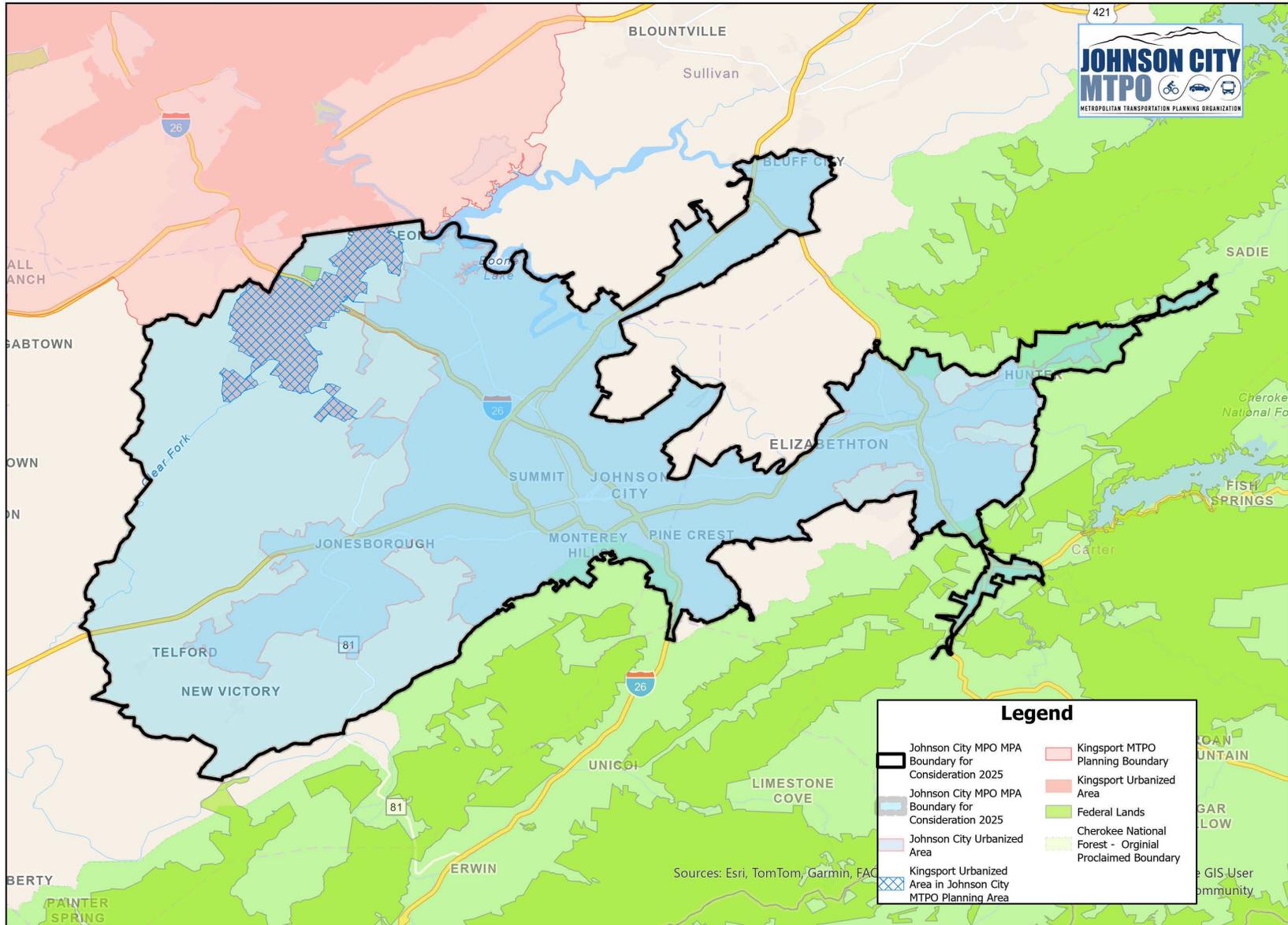
The staff of the Johnson City MTPO met with the staff of the Kingsport MTPO and the Bristol MPO to review their respective boundary lines among each organization. The Kingsport and Johnson City MPAs meet in the northern section of Washington County near the communities of Gray and Spurgeon. It should be noted the corporate limits of Johnson City are already established in this area. Furthermore, the Johnson City Urban Growth Boundary, as established by Tennessee Chapter 1101, covers this area as well. The Bristol MPA meets Johnson City in the area north of Bluff City. Several drafts were exchanged and all three MPOs agreed on their respective boundary lines. On May 8, 2025, the Bristol and Kingsport MPOs officially adopted their MPA boundaries.

The Johnson City MTPO is now recommending for your consideration the MPA Boundary shown on the following page. In finalizing the boundary, the MTPO staff ensured the inclusion of the current Johnson city Adjusted Urbanized Area boundary, the exclusion of the Kingsport or Bristol MPAs, used parcel lines to define right-of-way lines, and retracted its planning boundary from the U.S. Cherokee National Forest property and proclaimed boundary outside the Urban Area, where feasible. Consideration was also given to exclude areas where there are no utilities already established – water and sewer services in particular.

For an interactive version of the boundary map online, use the link below.

<https://jctngis.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=0044e40a6c834a849d0c105b141c06d7>

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



Johnson City Metropolitan Transportation Planning Organization  
Metropolitan Planning Area - 2025



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

**Adopt the Metropolitan Planning Area Boundary based on the Johnson City Urbanized Area defined in  
the 2020 Census**

**WHEREAS**, the Johnson City Metropolitan Transportation Planning Organization (MTPO) is responsible for the transportation planning and coordination for the Johnson City Urbanized Area; and

**WHEREAS**, the U.S. Census Bureau designates a new list of Urbanized Areas (UZAs) every 10 years, after the completion of the decennial census; and

**WHEREAS**, federal law requires that every UZA with a population of 50,000 or more persons, and the surrounding area expected to be urbanized in the next 20 years be included in a Metropolitan Planning Area (MPA) boundary to allow for continuing, cooperative, and comprehensive (“3-C”) transportation planning process; and

**WHEREAS**, the Johnson City MTPO staff has used criteria from the Code of Federal Regulations found in Title 23, Section 450.312 to define the MPA Boundary that are logical from a regional transportation planning context; and

**NOW THEREFORE, BE IT RESOLVED** that the Johnson City MTPO Executive Board does hereby adopt the Metropolitan Planning Area Boundary based on the Johnson City Urbanized Area defined in the 2020 Census.

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
MTPO Executive Secretary

\_\_\_\_\_  
Date

# ITEM 5

## Transit Agencies' Showcase

The transit agencies of Johnson City Transit (JCT) and the Northeast Tennessee Regional Public Transit (NET Trans) will give presentations to offer members more insight into what they do to provide public transportation in our region.

# ITEM 6

## **Resolution 2025-05: Consider approval of a resolution to adopt Transit Asset Management 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 establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Effective October 1, 2016, FTA established regulations to require providers of public transportation and MPOs to define targets in reference to Transit Asset Management (TAM) Measures. TAM is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a state of good repair (SGR) for the nation's public transportation assets.

Broadly speaking, transit assets include fixed facility assets (e.g., transfer centers, administrative and maintenance facilities), rolling stock (e.g., revenue buses and vans), and equipment (e.g., maintenance equipment, non-revenue service vehicles and trucks, etc.) with a useful life of one year or more. Transit agencies in our area have assets that fall into one or more of three asset categories defined by Federal legislation: Rolling Stock, Equipment, and Facilities. Assets are measured against Useful Life Benchmarks (ULB), which are the expected life cycle of the asset.

As part of the TAM process, transit agencies are required to define performance targets in reference to the State of Good Repair (SGR) for transit assets. Subsequently, MPOs must include the TAM performance targets in the transportation planning process by adopting a set of TAM targets specific to the Johnson City MTPO Metropolitan Planning Area (MPA) and integrating these targets in planning documents, such as the TIP and the MTP.

Please note, the supply chain issues affecting auto manufacturers is making it impossible for transit agencies to replace their vehicles in a timely manner, pushing delivery estimates over a year or more when orders are placed (if taking orders at all). This affects the transit agencies' ability to meet their targets.

The performance target for facilities is staying the same, with 0% of transit facilities rating less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

It is recommended the TAM targets, found as Attachment A to Resolution 2025-05, 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 TRANSIT ASSET MANAGEMENT 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 a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle; and

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

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

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the TAM targets to establish their own targets 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 adopt these TAM targets depicted in “Attachment A” to this resolution;

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby adopt Transit Asset Management Targets for the Johnson City MTPO.

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
MTPO Executive Secretary

\_\_\_\_\_  
Date

**Attachment A**  
**Johnson City MTPO Transit Asset Management Performance Targets**  
 August 7, 2025

<i>National Goal</i>	<i>Performance Measure</i>	<i>Baseline (June 2024)</i>	<i>Performance Target (June 2025)</i>
<b>Transit Asset Management</b>	<b>Rolling Stock:</b> The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	Bus - 0% Cutaway - 20% Minivan - 66% Vans - 78%	Bus - 0% Cutaway - 20% Minivan - 50% Vans - 50%
	<b>Equipment:</b> The percentage of non-revenue service vehicles (by type) that exceed the ULB	Service Vehicles - 50%	Service Vehicles - 100%
	<b>Facilities:</b> The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	Maintenance - 0% Passenger - 0%	Maintenance - 0% Passenger - 0%
	<b>Infrastructure:</b> The percentage of track segments (by mode) that have performance restrictions	Not applicable as no providers operate passenger trains	Not applicable as no providers operate passenger trains

# ITEM 7

## **Resolution 2025-06: Consider approval of a resolution to adopt Transit Safety 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.

The TDOT Multimodal Division created the safety 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 updated 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.

- Major Events – Total number of reportable events and rate per total vehicle revenue miles (VRM);
- Fatalities – Total number of reportable fatalities and rate per total VRM;
- Injuries – Total number of reportable injuries and rate per total VRM;
- Assaults on Transit Workers – Total number of reportable assaults on transit workers and rate per total VRM; and
- System Reliability – Total number of major mechanical failures and miles between failures.

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 2025 safety targets, found as Attachment A to Resolution 2025-06, 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 2025 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 of the Johnson City Metropolitan Transportation Planning Organization does hereby support the transit agencies’ Fiscal Year 2025 safety performance targets.

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MTPO Executive Board, Chair

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Date

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MTPO Executive Secretary

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Date

**Attachment A**  
**Transit Agencies' Safety Performance Targets in the Johnson City MTPO Area**  
 Federal Fiscal Year 2025

<i>National Goal</i>	<i>Performance Measure</i>	<i>Performance Target</i>	
		<i>Number</i>	<i>Rate per 100K VRM*</i>
<b><i>Improving the transit industry's safety performance</i></b>	Major Events	JCT: 6 NET Trans: 0	JCT: 1.41 NET Trans: 0.00
	Collisions (all)	JCT: 6 NET Trans: 0	JCT: 1.41 NET Trans: 0.00
	Pedestrian Collisions	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00
	Vehicular Collisions	JCT: 6 NET Trans: 0	JCT: 1.41 NET Trans: 0.00
	Fatalities	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00
	Transit Worker Fatality	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00
	Injuries	JCT: 2 NET Trans: 1	JCT: 0.3528 NET Trans: 0.04
	Transit Worker Injuries	JCT: 0 NET Trans: 1	JCT: 0.00 NET Trans: 0.04
	Assault on Transit Workers	JCT: 0 NET Trans: 0	JCT: 0.00 NET Trans: 0.00
	Major Mechanical Failures	JCT: 25 NET Trans: 24	Miles between Major Mechanical Failures JCT: 24,000 NET Trans: 95,558

# **ITEM 8**

**Other Business**

# **Adjourn**