

AGENDA

Johnson City MTPO Executive Board Meeting  
Thursday, May 14, 2026 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 12, 2026 Meeting
- **Item 3:** Consider endorsement of Goals and Objectives for the Safe Mobility 2050: Metropolitan Transportation and Safety Plan
- **Item 4:** Update by TDOT Planning Division on the State Long-Range Transportation Plan
- **Item 5:** Other Business
- **Adjourn**

# **ITEM 1**

Public Input

# **ITEM 2**

Approval of the minutes from the February 12, 2026 Meeting

**JOHNSON CITY MTPO**  
**Minutes of the Executive Board Meeting**  
**Thursday, February 12, 2026 at 10:00 a.m.**  
**Location: Johnson City Transit Center, Training Room**

**Executive Board Present**

Krista Morris for the Honorable Mayor Lori Staton, Town of Bluff City  
The Honorable Mayor William Carter, City of Elizabethton  
The Honorable Mayor Patty Woodby, Carter County  
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 Greg Cox, City of Johnson City, Chairman  
the Honorable Mayor Kelly Wolfe, Town of Jonesborough  
The Honorable Mayor Kevin McInturff, Town of Unicoi

**MTPO Staff Present**

Glenn Berry, Johnson City MTPO

**Others Attending**

The Honorable Eric Barnes, Washington County School Board  
Emori Barnes, Washington County resident  
Danny Sells, Washington County resident  
Angie Charles, Washington County  
Doug Jones, Washington County Highway Superintendent  
Jeff Harmon, City of Johnson City  
Anthony Todd, City of Johnson City  
Whitney Hodges, City of Johnson City  
Rich DesGroseilliers, City of Elizabethton  
Kim Kreckow, Johnson City Transit  
Ashley Jenkins, NET Trans  
Abigail Pierce, NET Trans  
Chase Milner, First Tennessee Development District  
Matt Meservy, Tennessee Department of Transportation (TDOT)  
Stacy Morrison, TDOT  
Ann Marie Anway, TDOT  
Kristin Qualls, TDOT  
John Barrett, TDOT  
Randy Busler, TDOT  
Chris Kirby, CDM Smith  
Melony Butler, CDM Smith

### **Summary of Motions:**

- **Approved** – Minutes from December 11, 2025 meeting;

**Call to Order:** Meeting called to order at 10:08 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 December 11, 2025 Meeting.

Mr. John Deakins, Jr. made a motion for the board to approve the minutes of the December 11, 2025 Meeting. The Honorable Mayor Patty Woodby seconded the motion.

All approved. **Motion carried.**

**Agenda Item 3:** Chairman Mayor Grandy moved to Item 3, a presentation on the State Route 75 (Suncrest Drive) Corridor Study. Melody Butler from CDM Smith gave a presentation summarizing the study.

Mr. Deakins and Mayor Grandy were both concerned with blocking EMS at the Bob Fitz intersection and requiring them to do a go around to make a left. Mr. Deakins also indicated that the property from Mosley and passed Bob Fitz has one property owner, so there is an issue with cutting access in half. Mayor Grandy also asked if solid waste was moved to a different location, would that change the need for right turn lanes in that area.

Mr. Meservy with TDOT asked if the growth potential of the area would change the model. Ms. Butler answered that the growth rate and new housing that is currently planned is included in the model at this point. Mayor Grandy said that most the growth in the area is currently commercial and retail.

The question was asked would five lanes choke down to two in the Daniel Boone area. Ms. Butler answered no, it's two lanes that would become one lane at Hugh Cox.

A comment was made that a Dollar General was built at the Shadden Road intersection but was not required to put in a turn lane. This is a tricky intersection with a new business also going in that will need close study.

Mayor Grandy commented isn't there a requirement for turn lanes when a new business goes in? Mr. Anthony Todd with Johnson City stated it is only a recommendation, not a requirement, and TDOT makes it difficult to put turn lanes in front of other businesses.

A comment was made stating that if you are going to move (State Route) 75, then you have to get the land now before it is grabbed up for housing.

A concern was made that the money will not move fast enough to alleviate these issues. The secondary roads will be overrun if the community doesn't come together now.

Mayor Grandy asked how to prioritize purchasing the land so the highway isn't dividing a subdivision and where will the money come from. Mr. Meservy stated that TDOT is fiscally constrained it will take a partnership and TDOT can't do it all. Mayor Grandy asked if he meant the statewide partnership program. Mr. Meservy said yes but it takes movement from the community. If they can come with a 50% contribution then it might move faster.

Ms. Kristen Qualls with TDOT Region 1 stated the smaller projects would move much faster through the partnership program than the large project. Don't submit the widening of (State Route) 75 but submit the smaller projects, as they will be more likely to make the 10 Year Plan. Mr. Meservy said to make TDOT aware as soon as you know of an issue.

Mr. Deakins voiced his frustration in how slow things move. They have been trying to get improvements at Hugh Cox Road, so he doesn't want federal money, but wanted to know if there are any funding grants with TDOT for these projects. The staff with TDOT indicated that state aid is the best process; otherwise, they need grants.

Mr. Troy Ebbert indicated the State Infrastructure Fund now has \$50 million put in. Mr. Meservy indicated they were low interest loans on a first come first serve basis. Mr. Deakins stated the problem they have had is there are bridges in the area due to be replaced.

Mr. Ebbert questioned if the whole area has sewer service and does the city have the capacity to service the whole area. Is Danial Boone going to wind up a middle school and the high school be moved by the time these changes are taking place, due to the influx of families in the area. He stated they need to get MTPO and TDOT involved now.

Mr. Meservy responded to the frustration that TDOT now has an entire development team and they are changing how things are managed in order to facilitate movement. They are trying to complete projects in three years (three year plans and 10 year plans).

Ms. Qualls stated some of these can fall into safety projects and get done faster.

Mr. Danny Sells stated he realized the city of Johnson City had applied for funds to do this study from TDOT but it was not selected. He went on to say that he and the Gray Community appreciated the Johnson City MPO finding the funds to conduct the study, because it was such an important need for the Gray Community. He also noted the involvement and support of Mayor Grandy.

Mr. Berry recounted this study was a direct result of a Johnson City Commission meeting that was attended by Mr. Danny Sells and Mr. Johnny Deakins and they had expressed their concern about needs in the Gray Community, along with improving communication. He went on to state he was at a Statewide MPO meeting at the time and Mr. Todd informed him of the comments and discussion. Mr. Todd stated to Mr. Berry that Commissioner Joe Wise, along with City Manager Cathy Ball, suggested he (Glenn Berry) and the MPO to act as a facilitator to work with the Washington County Highway Department, Johnson City Public Works Department, and the Gray Community to improve communication with addressing needs in the area.

Mr. Berry noted that the MPO was fortunate on the timing of this study. He stated the MPO, through Ms. Mary Butler's work, were able to re-allocate funds to conduct the study. He stated if this had come around today, they would not have the funding due to the update of the Metropolitan Transportation Plan and their funds will be tied up for the next two years.

**Agenda Item 4:** Chairman Mayor Grandy moved to Item 4, Other Business.

Mr. Deakins told everyone that today was his last meeting as a member of the Board. Mr. Doug Jones, the new Washington County Highway Superintendent, will be taking his place.

Mr. Meservy mentioned that TDOT has completed Phase 1 to the update on the statewide long-range transportation plan. They are looking at their 2050 Plan and he hopes that he can give an update at the next meeting on potential project approvals.

**Adjourn:** There being no further business, Chairman Mayor Grandy thanked everyone for attending the meeting. Meeting adjourned at 11:17 a.m.

# ITEM 3

## **Consider endorsement of Goals and Objectives for the Safe Mobility 2050: Metropolitan Transportation and Safety Plan**

The Metropolitan Transportation Plan (MTP), formerly called the Long-Range Transportation Plan, is one of the core transportation planning documents that Metropolitan Planning Organizations (MPO) are required to do. This plan, called the Safe Mobility 2050: Metropolitan Transportation and Safety Plan, is an update to the 2050 MTP to reflect current and future transportation conditions from 2025 to 2050 for the Johnson City MTPO Region. It will focus on addressing safety in the transportation network in the region. CDM Smith is the consultant that is updating the plan. Their team will be providing information about recent public outreach efforts and plans moving forward. They will give an update on the current outreach efforts. They will also present the draft Goals and Objectives for the Plan and ask for an endorsement from the members of the Executive Board. The draft Goals and Objectives are listed below.

### **1. Improve Safety and Security Throughout the MTPO Area Transportation System**

- Reduce crash rates with serious injuries and fatalities;
- Reduce secondary traffic crashes;
- Establish initiatives (projects and programs) to improve the safety and security of vulnerable roadway users (e.g., pedestrians, cyclists, transit riders, and the young and old);
- Encourage partnerships with other transportation and non-transportation agencies to enhance transportation safety and security; and
- Increase the transportation system's resilience to climate change and extreme weather.

### **2. Mitigate Traffic Congestion Along Major Routes in the MTPO Area**

- Reduce travel delays between major areas of attractions in the MTPO study area;
- Seek cost-effective management solutions and new technologies as a means of addressing congestion, reducing transportation delay, improving travel time reliability, and improving system operations;
- Increase transit and other transportation demand management strategies; and
- Enhance the flow of raw materials and manufactured products.

### **3. Promote Sustainable Economic Growth and Livability by Enhancing the MTPO Area Transportation System**

- Maintain what we have – take a “state of good repair” approach to our community's transportation assets;
- Invest in the integration and connectivity of the transportation system, across and between modes, for people and freight, to support sustainable economic development and improve quality of life;
- Promote alternative forms of transportation (such as walking, biking, and transit); and
- Support transportation investments which minimize adverse impacts of surface transportation to historical, social, cultural, and natural environments, including stormwater impacts, and reduce transportation impacts on air-quality.

**4. Enhance Regional Access to and From the MTPO Area**

- Maintain and improve access to regional areas outside of the MTPO study area;
- Support transportation investments and policies that work to create jobs and improve access to people, tourism, places, and goods while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway's capacity and safety; and
- Strategically target transportation investments to areas supportive of and conducive to growth and redevelopment initiatives.

The MTPO staff recommends endorsement of each item. This action requires a voice vote.

# **ITEM 4**

**Update by TDOT Planning Division on the State Long-Range Transportation Plan**

# **ITEM 5**

**Other Business**

# **Adjourn**