

**AGENDA**  
**MPO EXECUTIVE BOARD**  
**JACKSON AREA METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**CITY HALL – FIRST FLOOR BEN LANGFORD ROOM– 101 EAST MAIN STREET**  
**DECEMBER 1, 2022 – 10:30 A.M.**

- I. CALL TO ORDER
- II. OPPORTUNITY FOR PUBLIC COMMENT
- III. APPROVAL OF BOARD MINUTES: JUNE 23, 2022
- IV. BUSINESS ACTION ITEMS:
  - 1. Adoption of the 2050 Long Range Transportation Plan (LRTP)
  - 2. Adoption of the Transportation Improvement Program (TIP) for FY 2023-2026  
*Review, Recommendation (TDOT/MPO)*
  - 3. Adoption of the PM1 Safety Targets
  - 4. Annual Listing of Federally Obligated Projects  
*Review, Recommendation (MPO/TDOT/JTA)*
  - 5. Proposed Amendment to the Public Participation Plan (PPP) for comment period from 45 days to 30 days
- V. OTHER BUSINESS
  - 1. Status report of current transportation projects *(MPO/Others)*
  - 2. Other updates as needed *(MPO/Others)*
- VI. ADJOURNMENT

*Special provisions can be made for persons with disabilities upon request. Please state the request at least five days in advance of the meeting date to the Jackson Planning Department at (731) 425-8286 or [balexander@jacksontn.gov](mailto:balexander@jacksontn.gov)*

*Para ver que este documento en el español contacta por favor la Plana del Jackson por teléfono en (731) 425-8286 o por el correo electrónico en [balexander@jacksontn.gov](mailto:balexander@jacksontn.gov) por lo menos cinco días antes de la fecha de la reunión.*

*MPO projects are developed with funding assistance from and/or in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or the Tennessee Department of Transportation (TDOT). This meeting and notice are also intended to address the program-of-projects requirements of the Federal Transit Administration (FTA) including coordination and public notice related to FTA provided 5307 funding.*

**MINUTES**  
**MPO EXECUTIVE BOARD MEETING**  
**JACKSON AREA METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**CITY HALL – 1<sup>ST</sup> FLOOR BEN LANGFORD ROOM – 101 EAST MAIN STREET**  
**JUNE 23, 2022 – 10:30 A.M.**

**Members Present:**           **Mayor Scott Conger, City of Jackson**  
   **Mayor Larry Sanders, Three Way**  
   **Russ McKelvey, Jackson City Council**  
   **Antoine Hawkins, TDOT-OCT**

**Staff/Others Present:**  
**Hannah Mathis, Planning Department**  
**Cody Roberts, TDOT Operations**  
**Shelton Merrell, RPO**  
**Ashley Owens, TDOT-OCT**  
**Thiera Taylor, TDOT-OCT**  
**Rachel Webb, TDOT Project Development**  
**Chris Chilcote, Jackson Police Department**

The MPO Executive Board meeting was called to order and a determination of a quorum was made by Mayor Scott Conger. Mayor Conger welcomed the public and officials in attendance and opened the floor to any member of the public wishing to speak. With no one present from the public, the minutes of March 24, 2022 were unanimously approved on motion of Mayor Larry Sanders and seconded by Russ McKelvey. Mayor Conger then asked the group to begin review of the agenda business items.

**Proposed Amendment to the FY 2020 – 2023 Transportation Improvement Program (TIP) for IMPV ACT 2023 Transfer Center Remodel** – Hannah Mathis, Planning Department, presented the amendment to the Executive Board.

Afterwards, a motion was made by Antoine Hawkins, seconded by Mayor Larry Sanders to approve the draft for the new Public Participation Plan (PPP). The motion was unanimously approved.

**Updates** – Ashley Owens, TDOT, informed the Technical Staff that Commissioner Butch Eley will begin his new position as Commissioner on June 15, 2022.

She also mentioned that TDOT and TDEC is currently writing the Electric Vehicle Infrastructure Development Plan that will impact I-40 in Madison County to begin building charging stations along the corridor.

Ashley mentioned that the applications for the Multimodal Access Grant will open on June 1, 2022 and close on July 19, 2022.

Rachel Webb, TDOT, mentioned that the agreement with TVA for the State Industrial Access (SIA) project has been sent to the City Engineering Department to be signed.

Cody Roberts, TDOT, gave an update on Highway 18 and stated that resurfacing will begin within the next month and will be contracted through Delta Contracting.

There being no further business, the meeting was adjourned.

**Table 6.2: Existing and Committed Projects**

Project Name	Description	Estimated Cost	Project Status	Estimated Construction Start	TDOT PIN (if applicable)	2023-2026 TIP ID
<b>I-40 ITS Expansion</b>	ITS Expansion along I-40 in the Jackson Area	\$4,870,000	Pre-Design	2023	124708.00	NHPP-3.03
<b>I-40 Widening</b>	Widen from 4 to 6 lanes on existing alignment from west of US 412/SR 20 (Hollywood Dr) to west of US 45 Bypass/SR 186	\$34,500,000	Construction (CONS)	June 17, 2022	114149.03	n/a
<b>SR 18 (Bolivar Rd) Widening</b>	Widen current (2 lanes without shoulders) to 2 lanes with shoulders and to 3 lanes with sidewalks from north of Medon-Malesus Rd to SR 18 Extension as part of US 45 Bypass/SR 186 Extension	\$41,600,000	Right-of-Way (ROW)	Not Scheduled (likely 2027-2030)	101599.01	n/a
<b>SR 18 (Bolivar Rd) Widening (Phase 2)</b>	Widen existing to a super 2-lane from North of Jared Lane to North of Medon-Malesus Rd (IA)	\$47,100,000	Right-of-Way (ROW)	2024	101599.03	NHPP-3.05b
<b>Airways Blvd / Jackson Downtown Enhancement - Phase I</b>	Resurfacing, landscaping, on-street parking, sidewalk, and bike lanes along 1300LF of West Main Street from Highland Ave to Airways Blvd	\$2,140,000	Pre-Design	2025	n/a	Local-6-3
<b>North Pkwy and Highland Ave Multimodal Access</b>	High visibility crosswalks, pedestrian crossing signals, curb ramps and 1,300 feet of sidewalk	\$1,000,000	Pre-Design	2025	132393.00	Local-6-2
<b>US 45 Bypass/SR 186 Southern Extension</b>	New 4/5-lane roadway, including interchange with SR-18 realignment from US 70/SR 1 (Airways Blvd) to US 45/SR 5 (S Highland Ave)	\$265,650,000	In Design; ROW likely FY 2024	Not scheduled (likely around 2027)	109926.00	n/a

**Table 6.3: 2050 LRTP Recommended Roadway/Capacity Improvements**

ID	Project Name	Description	Cost Estimate (Year of Expenditure)	Implementation Timeframe
RD-01*	Airways Blvd /Jackson Downtown Enhancement - Phase I	Resurfacing, landscaping, on-street parking, sidewalk, and bike lanes from SR 5/Highland Ave to Airways Blvd	\$2,140,000	2023-2026
RD-02	Airways Blvd /Jackson Downtown Enhancement - Phase II/III	Resurfacing, landscaping, sidewalk, and bike lanes, signal upgrades, crosswalk from Airways Blvd/Main St to Hollywood Dr	\$2,244,000	2023-2026
RD-03	Dr. F.E. Wright Dr / Christmasville Rd Widening	Widen from 2 to 5 lanes from I-40 EB ramp to Bedford White Rd	\$22,210,000	2023-2026
RD-04*	I-40 Widening	Widen from 4 to 6 lanes on existing alignment from West of US 412/SR 20 (Hollywood Dr) to west of US 45 Bypass/SR 186	\$34,500,000	2023-2026
RD-05*	I-40 ITS Expansion	ITS Expansion along I-40 in the Jackson Area	\$4,870,000	2023-2026
RD-06	I-40 Interchange at Christmasville Rd - Phase 2	State Highway Partnership Program interchange construction with Local Interstate Connector improvements from I-40 to 500 feet north of Kenworth Blvd/Sand Pebble Dr.	\$28,500,000	2023-2026
RD-07*	SR 18 (Bolivar Rd) Widening	Widen current 2 lanes without shoulders to 2 lanes with shoulders and to 3 lanes with sidewalks from north of Medon-Malesus Rd to SR 18 Ext. as part of US 45 Bypass/SR 186 Extension	\$41,600,000**	2023-2026 and 2027-2030
RD-08*	SR 18 (Bolivar Rd) Widening (Phase 2)	Widen existing to a super 2-lane from north of Jared Ln to north of Medon-Malesus Rd (IA)	\$47,100,000**	2023-2026 and 2027-2030
RD-09	Campbell St Widening Phase 1	Widen from 2 to 3 lanes with sidewalks and bike lanes on both sides from Ridgecrest Rd to Trailwood Dr	\$6,920,000	2023-2026
RD-10*	Airways Blvd Reconstruction	Full rebuild as 3-lane section with bike lanes, new sidewalks, potential realignment of Lafayette to intersect with W Main St from W Main St at W Lafayette to US 45 Bypass	\$24,000,000	2027-2030
RD-11	Campbell St Widening Phase 2	Widen from 2 to 3 lanes from Trailwood Dr to US 45/SR 5 (Highland Ave)	\$2,780,000	2027-2030
RD-12	Royal St Widening	Widen from 2 to 3 lanes with sidewalks and bike lanes on both sides from Lexington Ave to Lane Ave	\$13,070,000	2027-2030
RD-13	Vann Dr Widening	Widen from 2 to 4 lanes from intersection with Country Club Ln (west) to 4-lane section 0.4 miles east of intersection with Country Club Ln (east)	\$4,300,000	2027-2030
RD-14	Christmasville Rd Widening	Widen to 12-foot travel lanes with 8-foot shoulders (safety improvements) from Bedford White Rd to Ashport Rd	\$5,090,000	2027-2030
RD-15*	US 45 Bypass/SR 186 Southern Extension	New 4/5-lane roadway, including interchange with SR-18 realignment from US 70/SR 1 (Airways Blvd) to US 45/SR 5 (S Highland Ave)	\$265,650,000	2027-2030 and 2031-2040

\*Note: Projects shown with an asterisk are included in the E+C Network

\*\*Cost shown for projects with two asterisks reflect total cost; projects are split across multiple time horizons

\*\*\*Projects with three asterisks may not be financially feasible by 2050 but were recommended in the 2045 LRTP

Table 6.3: Continued

ID	Project Name	Description	Cost Estimate (Year of Expenditure)	Implementation Timeframe
RD-16	Vann Dr Extension	New 5-lane roadway from US 45 (Highland Ave) to Campbell St	\$22,560,000	2031-2040
RD-17	E University Pkwy Safety Improvements	Safety improvements, including addition of shoulders from US 45/SR 5 (Highland Ave) to Cooper Anderson Rd	\$3,590,000	2031-2040
RD-18	Old Medina Rd Widening	Widen from 2 to 4 lanes from Hopper Barker Rd to existing 4-lane section north of I-40	\$24,580,000	2031-2040
RD-19	Hollywood Dr Widening	Widen from 2 to 4 lanes from existing 4-lane section north of Arlington Ave to existing 4-lane section at Forest Ave	\$23,530,000	2031-2040
RD-20	Ashport Rd Roadway Relocation	Relocate roadway to eliminate curve 0.6-mile section from Old Medina Rd to Christmasville Rd	\$14,260,000	2031-2040
RD-21	Ashport Rd Widening: Windy City to Old Humboldt	Widen from 2 to 4 lanes from Windy City Rd to Old Humboldt Rd	\$11,220,000	2031-2040
RD-22	US 45 Bypass/SR 186 and US 45E/SR 43 Interchange Improvements	Widen ramp from NB US 45 Bypass/SR 186 to US 45E/SR 43 from 1 to 2 lanes from US 45/SR 5 at US 45E/SR 43	\$2,200,000	2031-2040
RD-23	US 45 Bypass/SR 186 Widening (2 of 2)	Widen from 4 to 6 lanes from Old Hickory Blvd to Hollywood Dr	\$49,870,000	2031-2040
RD-24	US 45 Bypass/SR 186 Widening	Widen additional lane in each direction from Vann Dr to Channing Way	\$15,000,000	2031-2040
RD-25	US 45/SR 5 Widening	Widen from 4 to 6 lanes from Old Hickory Blvd to Ridgecrest Rd	\$10,000,000	2031-2040
RD-26	US 45/SR 5 Widening	Widen from 4 to 6 lanes from Vann Dr to Ramblewood Dr	\$10,000,000	2031-2040
RD-27	Old Humboldt Rd Widening	Widen from 2 to 4 lanes from Ashport Rd (north junction) to US 45 Bypass/SR 186	\$21,520,000	2041-2050
RD-28	Hopper Barker Rd Reconstruction and Widening	Reconstruction and minor widening within existing ROW from US 45/SR 5 (Highland Ave) to Old Medina Rd	\$19,900,000	2041-2050
RD-29	Casey Jones Ln Extension	New 4/5-lane roadway from US 45 Bypass/SR 186 to US 412/SR 20 (Hollywood Dr)	\$26,150,000	2041-2050
RD-30	University Pkwy Extension (1 of 2)	New 2-lane roadway from Oil Well Rd to Physicians Dr	\$18,300,000	2041-2050
RD-31	Ashport Rd Extension and Relocation	New 2-lane road, relocated from west of US 70/SR 1 to the US 70/SR 1 at Waynick Rd intersection	\$8,680,000	2041-2050
RD-32	W Forest Ave Widening	Widen from 2 to 3 lanes from Lambuth Blvd to Campbell St	\$1,620,000	2041-2050

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**Table 6.3: Continued**

ID	Project Name	Description	Cost Estimate (Year of Expenditure)	Implementation Timeframe
<b>RD-33</b>	Watson Rd Widening and Reconstruction	Reconstruction and minor widening within existing ROW from Bedford White Rd to I-40	\$7,060,000	2041-2050
<b>RD-34</b>	Physicians Dr Extension	New 2-lane roadway from Oil Well Rd to Physicians Dr	\$5,670,000	2041-2050
<b>RD-35</b>	I-40 Widening	Widen from 4 to 6 lanes on existing alignment from Madison County Line to SR 20 (Hollywood Dr)	\$239,500,000	2041-2050
<b>RD-36</b>	I-40 Widening	Widen from 4 to 6 lanes on existing alignment from US 70/SR 1 to Madison County Line	\$163,715,500	2041-2050
<b>RD-37</b>	US 45 Bypass/SR 186 Widening	Widen from 4 to 6 lanes from US 412/SR 20 (Hollywood Dr) to North Pkwy	\$8,000,000	2041-2050
<b>RD-38</b>	<i>Dr. F.E. Wright Dr - Phase 2</i>	<i>Continue 4-lane section with bike lanes and sidewalks from north of US 412 BR/SR 20 (North Pkwy) to US 70/SR 1 (Whitehall St)</i>	<i>\$8,065,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-39</b>	<i>Ashport Rd Widening; Bypass to Cooper Anderson Rd</i>	<i>Widen from 2 to 4 lanes from US 45 Bypass/SR 186 to Cooper Anderson Rd</i>	<i>\$98,460,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-40</b>	<i>Old Bells Rd Roadway Relocation</i>	<i>Relocate roadway to eliminate curve 1.5-mile curve section between Midyett Rd and 0.3 miles south of McClellan Rd</i>	<i>\$35,400,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-41</b>	<i>University Pkwy Extension (2 of 2)</i>	<i>New 2-lane roadway from Henderson Rd to Christmasville Rd</i>	<i>\$35,750,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-42</b>	<i>Sand Pebble Dr Extension</i>	<i>New 2-lane roadway from Sand Pebble Dr to Johnson Creek Rd</i>	<i>\$34,940,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-43</b>	<i>Coatsland Dr Extension</i>	<i>New 2-lane roadway from Coatsland Dr east of Russell Rd to Summar Dr</i>	<i>\$5,210,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-44</b>	<i>Spring Creek Law Rd Roadway Relocation</i>	<i>Relocate roadway to eliminate curve 1.8-mile curve section between Willie Adams Rd and Law Rd</i>	<i>\$42,580,000</i>	<i>Unfunded – May be beyond 2050***</i>
<b>RD-45</b>	<i>Brighton Dr Extension</i>	<i>New 2-lane roadway from Sanders Bluff Rd to Brighton Dr</i>	<i>\$10,880,000</i>	<i>Unfunded – May be beyond 2050***</i>

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\*\*\*Projects with three asterisks may not be financially feasible by 2050 but were recommended in the 2045 LRTP

## Appendix E: Project List by Fund Code, Year and Regional Significance

### FHWA Projects

TIP ID	PIN	Project Name	Fund Codes	Year	Regionally Significant
NHPP-3.05b	101599.03	Road widening N. of Jared Ln	STBG-S	2024	Yes
NHPP-4.01	126779.00	NA NHPP Grouping	NHPP	2023, 2024, 2025, 2026	Yes
STBG-05	126780.00	NA STBG Grouping	STBG-S	2023, 2024, 2025, 2027	Yes
Local-7-29	NA	Multimodal Access Grant Phase li	MMAG	2023, 2024, 2025	No
NHPP-3.03	124708.00	Its expansion along I-40	NHPP	2023	Yes
HSIP-06-a	126781.00	NA Safety Urban Grouping	HSIP, HSIP-R, PHSIP	2023, 2024, 2025, 2026	Yes
Local-6-2	132393.00	Multimodal Access Phase I	MMAG	2023, 2024, 2025	No
Local-6-4	NA	Airways Phase II	STBG-U	2024, 2025, 2026	No
Local-6-3	NA	Airways Phase I	Local & TA	2023, 2024, 2025	No
Local-6-1	NA	Bike and Ped improvements Grouping	Local	2023, 2024, 2025, 2026	No
I-40-Interchange	NA	I-40 Interchange	HPP and STBG-U	2023, 20204, 2025	Yes



# Transit Projects

TIP ID	PIN	Project Name	Fund Codes	Year	Regionally Significant
TR-7-21	NA	Replace (2) Bus	5339	2023	No
TR-8-22	NA	Replace (2) paratransit vans	5339	2023	No
TR-4-18	NA	Contn. Mntn. of Fleet Vehicles	5339	2023	No
TR-5-19	NA	Trans. Serv., State and Local Operating Asst.	5307	2023	No
TR-9-23	NA	Purchase of 1 Support Vehicle	5307	2023	No
TR-2-16	NA	Purc Repl Misc. Support Equipment	5307	2023	No
TR-3-17	NA	Purc Repl Maint. Equipment	5307	2023	No
TR-11-25	NA	Passenger Amenities	5307	2023	No
TR-13-27	NA	Purchase of 1 Bus	5307	2023	No
TR-1-15	NA	Communications/AVL Equipment	5307	2023	No
TR-6-20	NA	Operations (JARC)	5307	2023	No
TR-12-26	NA	ADP Hardward and Software	5307	2023	No
TR-10-24	NA	Purc. 3 Repl. Paratransit Vehicles	5310	2023	No
TR-6-1	NA	Bike and Ped	Local	2023	No
TR-5-17	NA	Transfer Center Remodel	STATE	2023	No
TR-5-18	NA	Replace (2) Bus	5339	2024	No
TR-5-20	NA	Replace (4) paratransit vans	5339	2024	No
TR-5-21	NA	Contn. Mntn. of Fleet Vehicles	5307	2024	No
TR-5-22	NA	Trans. Serv., State and Local Operating Asst.	5307	2024	No
TR-5-23	NA	Purchase of 1 Support Vehicle	5307	2024	No
TR-5-24	NA	Purc Repl Misc. Support Equipment	5307	2024	No
TR-5-25	NA	Purc Repl Maint. Equipment	5307	2024	No
TR-5-26	NA	ADP Hardware and Software	5307	2024	No
TR-5-27	NA	Passenger Amenities	5307	2024	No
TR-5-28	NA	Building renovation-HVAC units	5307	2024	No
TR-5-29	NA	Purchase of 1 Bus	5307	2024	No
TR-5-30	NA	Operations (JARC)	5307	2024	No
TR-5-31	NA	Purc. 3 Repl. Paratransit Vehicles	5310	2024	No
TR-5-32	NA	Replace (2) Bus	5339	2025	No
TR-5-33	NA	Replace (4) paratransit vans	5339	2025	No
TR-5-34	NA	Contn. Mntn. of Fleet Vehicles	5307	2025	No
TR-5-35	NA	Trans. Serv., State and Local Operating Asst.	5307	2025	No
TR-5-36	NA	Purchase of 1 Support Vehicle	5307	2025	No
TR-5-37	NA	Purc Repl Misc. Support Equipment	5307	2025	No
TR-5-38	NA	Purc Repl Maint. Equipment	5307	2025	No
TR-5-39	NA	ADP Hardware and Software	5307	2025	No
TR-5-40	NA	Passenger Amenities	5307	2025	No
TR-5-41	NA	Building renovation-HVAC units	5307	2025	No
TR-5-42	NA	Purchase of 1 Bus	5307	2025	No
TR-5-43	NA	Operations (JARC)	5307	2025	No
TR-5-44	NA	Purc. 3 Repl. Paratransit Vehicles	5310	2025	No
TR-5-45	NA	Replace (2) Bus	5339	2026	No
TR-5-46	NA	Replace (4) paratransit vans	5339	2026	No
TR-5-47	NA	Contn. Mntn. of Fleet Vehicles	5307	2026	No
TR-5-48	NA	Trans. Serv., State and Local Operating Asst.	5307	2026	No
TR-5-49	NA	Purchase of 1 Support Vehicle	5307	2026	No
TR-5-50	NA	Purc Repl Misc. Support Equipment	5307	2026	No
TR-5-51	NA	Purc Repl Maint. Equipment	5307	2026	No
TR-5-52	NA	ADP Hardware and Software	5307	2026	No
TR-5-53	NA	Passenger Amenities	5307	2026	No
TR-5-54	NA	Building renovation-HVAC units	5307	2026	No
TR-5-55	NA	Purchase of 1 Bus	5307	2026	No
TR-5-56	NA	Operations (JARC)	5307	2026	No
TR-5-57	NA	Purc. 3 Repl. Paratransit Vehicles	5310	2026	No

## Verification of Safety Target Reporting (2022)

Please find attached a copy of the 2019-2023 PM1 Safety Performance targets and justification that TDOT submitted in the 2022 Highway Safety Improvement Program annual report. The targets have been reviewed and approved by TDOT executive leaders and the Tennessee Highway Safety Office (THSO).

THSO submitted the FFY23 Highway Safety Plan (HSP) on July 1, 2022. The submittal included the targets for the three common measures that TDOT and THSO share per the final rule. Those measures are number of fatalities, fatality rate, and number of serious injuries.

Official reporting of all 5 PM1 targets by TDOT occurred through the Highway Safety Improvement Program in August 2022.

For each measure, MPOs can choose to support the statewide PM1 target or establish their own numerical target. Those decisions must be made within 180 days after State targets have been officially reported (no later than 27 February 2023). MPOs must make a determination for each of the following PM1 measures:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Additionally, TDOT provided the following information in the HSIP regarding baseline data:

Performance Measures	2017	2018	2019	2020	2021	Anticipated Baseline*
<b>Fatalities</b>	1,024	1,040	1,135	1,217	1,327	1,148.6
<b>Serious Injuries</b>	7,129	5,742	5,555	5,537	6,015	5,995.6
<b>Fatality Rate (per HMVMT)</b>	1.240	1.280	1.370	1.594	1.600	1.417
<b>Serious Injury Rate (per HMVMT)</b>	8.911	6.960	6.701	7.248	7.260	7.416
<b>Number of non-motorized fatalities</b>	132	147	157	189	192	
<b>Number of non-motorized serious injuries</b>	417	362	345	368	423	
<b>Number of non-motorized fatalities and serious injuries combined</b>	549	509	502	557	615	546.4

\*The Federal Highway Administration (FHWA) is responsible for calculating baselines. This table identifies baselines TDOT anticipates will be published by FHWA at their [State Performance Dashboard and Reports](#) webpage.

Please note that this table reflects only what TDOT has submitted in the annual HSIP. TDOT reports only annual data in the HSIP and only those areas in blue are reported. Update cycles and data sources may vary from those identified for use in the PM1 Final Rule. Because baseline data is still preliminary at the time of reporting to FHWA, TDOT does not anticipate these will be the actual baselines used to assess the state's performance in December 2024.

## ***Safety Performance Targets***

### **Safety Performance Targets**

#### **Calendar Year 2023 Targets \***

***Number of Fatalities:1308.2***

***Describe the basis for established target, including how it supports SHSP goals.***

#### **Historical Data and Trends**

The number of traffic fatalities in Tennessee for 2021 increased marking the 6th consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand three hundred twenty-seven (1,327) fatalities occurred during Calendar Year 2021. This marked a 9% increase in fatalities over 2020. Current YTD fatalities as of June 1, 2022, show 31 fewer fatalities over the same date in 2021.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. These increases continued into 2021 with 7 months of fatalities being greater than the corresponding month in 2020.

#### **Current Environment and Target Considerations**

Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>1</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

#### **Funding**

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

#### **Safety Projects**

Work to increase traffic safety in Tennessee is ongoing. Strategies from [Tennessee's Strategic Highway Safety Plan](#)<sup>2</sup> 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.

Targeted safety and enforcement campaigns are being conducted around the state.

### **Target Selection**

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1,308.2 for the 2019-2023 target setting performance cycle. This target assumes a 5.1% increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

### **Special Note**

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

### **REFERENCES**

1American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

2Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

***Number of Serious Injuries:6069.4***

***Describe the basis for established target, including how it supports SHSP goals.***

### **Historical Data and Trends**

The decrease Tennessee has been experiencing in serious injuries since 2015 has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018 and continued to decrease until 2020. From 2020 to 2021 there was an increase of 8.7%. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All

states were required to comply with the new definition by April 15, 2019. The decrease in serious injuries was likely an effect of updating the crash report to meet FHWA's requirement. Additional information about serious injures can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.<sup>1</sup>

### **Current Environment and Target Considerations**

Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>2</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

### **Funding**

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

### **Safety Projects**

Work to increase traffic safety in Tennessee is ongoing. Strategies from [Tennessee's Strategic Highway Safety Plan](#)<sup>3</sup> 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.

Targeted safety and enforcement campaigns are being conducted around the state.

### **Target Selection**

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 6,069.4 for the 2019-2023 target setting performance cycle. This target was based on modeling conducted by the Tennessee Department of Safety and Homeland Security.

### **Special Note**

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available: <https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

2American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

3Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

### ***Fatality Rate:1.601***

***Describe the basis for established target, including how it supports SHSP goals.***

### **Historical Data and Trends**

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8% and rebounded by 8.4% in 2021. There was a 7% increase in fatalities from 2019 to 2020 and another 9% increase from 2020 to 2021.

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-21 were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

### **Current Environment and Target Considerations**

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>2</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25% in 2022 and increase by 0.5% in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 1,308.2 fatality number target to obtain the 1.601 target for the 2019-2023 target setting performance cycle.

### **Target Selection**

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1.601 for the 2019-2023 target setting performance cycle. This target assumes a 0.25% increase in VMT for 2022 and another 0.5% increase in VMT in 2023.

### **Special Note**

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

### **REFERENCES**

1Federal Highway Administration, Office of Highway Policy Information, 2020, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

2American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

***Serious Injury Rate:7.424***

***Describe the basis for established target, including how it supports SHSP goals.***

### **Historical Data and Trends**

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8% and rebounded by 8.4% in 2021. Serious injuries remained fairly stable, decreasing just 0.3% from 2019 to 2020, but increased by almost 9% from 2020 to 2021.



Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-21 were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

### **Current Environment and Target Considerations**

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>2</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25% in 2022 and increase by 0.5% in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 6,069.4 serious injury number target to obtain the 7.424 target for the 2019-2023 target setting performance cycle.

### **Target Selection**

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 7.424 for the 2019-2023 target setting performance cycle. This target assumes a 0.25% increase in VMT for 2022 and another 0.5% increase in VMT in 2023.

### **Special Note**

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

### **REFERENCES**

1Federal Highway Administration, Office of Highway Policy Information, 2020, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

2American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american->



consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/

## ***Total Number of Non-Motorized Fatalities and Serious Injuries:600.9***

***Describe the basis for established target, including how it supports SHSP goals.***

### **Historical Data and Trends**

The number of non-motorist fatalities and serious injuries has been increasing since 2018 with the percent change from 2019-2020 and 2020-2021 both averaging 11%. A total of 617 fatalities and serious injuries occurred in 2021 marking the highest number in recent years. As of June 1, 2022, there was 1 more bicyclist fatality compared to the same date in 2021 while pedestrian fatalities increased by 15.

### **Current Environment and Target Considerations**

Projects to widen roadways and maintain wide travel lanes and sight distances have been identified for completion within Tennessee. While these projects are necessary to alleviate congestion or other transportation problems, they also tend to decrease safety for pedestrians. To assist with this, TDOT is taking steps to improve bicyclist and pedestrian facilities through enhancements to identifying the existing inventory and continuing to implement multimodal policies. Additionally, the Pedestrian Road Safety Initiative is advancing with 2 projects to be available for bid in fall 2022, with 4 more projects in the design phase, 4 projects to be available for bid in 2023, 6 more projects moving into the design phase and 10 new projects scheduled to enter the planning phase in 2022. Unfortunately, results from these projects will not be evident during the current target setting cycle but it is hoped these projects will decrease non-motorist fatalities and serious injuries in the future.

TDOT has also been working to implement the Statewide Active Transportation Plan<sup>1</sup> developed in 2021. This plan will provide guidance to TDOT staff on how to identify, plan, fund and design infrastructure that allows people to safely walk, bicycle, use a wheelchair or use a scooter on Tennessee state roads, whether in stand-alone projects or by incorporating these into current TDOT processes, projects and workflow. Implementation is currently focused on evaluation of the state bicycle route system and updating public engagement techniques to increase participation in underserved communities.

Currently, University of Tennessee Knoxville is conducting a research project: Addressing Traffic Safety to Reduce Pedestrian Injuries and Fatalities in Tennessee. This research is expected to analyze pedestrian crashes in order to develop a risk-based assessment framework that can aid in evaluating multi-criteria decision making. This research project is expected to be completed in fall 2022. While implementation of survey findings may not impact pedestrian fatalities this performance cycle, it is hoped that this research will help decrease future pedestrian injuries and fatalities.

TDOT has awarded 124 Multimodal Access Grants<sup>2</sup> representing over \$101 million in state funds from 2014 to 2021. Most of these grants cover sidewalk and pedestrian improvements. Addressing safety issues is included in the scoring to award applicants.

In 2021, the Tennessee Highway Safety Office partnered with the National Highway Traffic Safety Administration to conduct a Highway Safety Program Assessment focused on Tennessee's pedestrian and bicyclist safety program. The resulting recommendations have led to a multi-agency task force devoted to improving conditions for non-motorists and implementation of the Strategic Highway Safety Plan<sup>3</sup> vulnerable users emphasis area.

### **Target Selection**

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 600.9 for the 2019-2023 target setting performance cycle. This target assumes a 5% increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

### **Special Note**

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

### **REFERENCES**

1Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "Statewide Active Transportation Plan," [Online]. Available: <https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/statewide-active-transportation-plan.html#:~:text=Active%20transportation%20includes%20walking%2C%20bicycling%2C%20and%20traveling%20by,Tennessee%20for%20people%20of%20all>

2Tennessee Department of Transportation, Multimodal Transportation Division, (2022). "List of Previous Awards," [Online]. Available: [https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/2021%20MMAG\\_Award%20Summary%20for%20website.pdf](https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/2021%20MMAG_Award%20Summary%20for%20website.pdf)

3Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

**OBLIGATIONS FOR JACKSON  
MPO  
FY 2022**

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

**FED FUNDS OBLIGATED: \$35,957,654.21**

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
10/27/21	118855.00	HSIP-1629(10)*	Madison		Riverside Drive, From SR-18 to Steam Mill Ferry Road (RSAR)	CLOSE PROJECT	HSIP	HSIP-06	(\$17,380.90)	\$8,000,000.00
11/01/21	118410.01	STP-M-NH-9406(10)	Madison		Dr. F.E. Wright Drive Phase I, From SR-20 (North Parkway) to Bancorp South Parkway	CLOSE PROJECT	U-STBG	U-STP-07	(\$15,197.05)	\$5,481,710.00
11/02/21	123240.00	HSIP-R00S(306)	Madison		Short Street at CSX Railroad, LM 0.22 in Jackson	CLOSE PROJECT	HSIP	HSIP-06(a)	(\$8,229.99)	\$453,759.00
11/22/21	131384.00	NH-SIP-I-40-1(363)*	Madison	I-40	Interchange at SR-152 (Exit 93)	ADJUST PE-N; AUTHORIZE PE-D	ACNHPP	NHPP-04	\$0.00	\$2,000,000.00
12/14/21	115370.85	HSIP-5700(67)*	Madison		Various Local Roads in Madison County (Local Roads Safety Initiative)	CLOSE PROJECT	HSIP	HSIP-06	\$3,155.15	\$8,000,000.00
02/03/22	132445.00	HSIP-5(122)*	Madison	SR-5	(US-45), From Bridge at Hunter Creek to near Old Pinson Road	AUTHORIZE PE-N	HSIP	HSIP-06(a)	\$36,000.00	\$1,638,500.00
02/11/22	101599.00	STP-18(32)*	Hardeman, Madison	SR-18	From SR-100 in Hardeman County To North of Medon /Malesus Road	ADJUST PE-N	STBG	NHPP-3.04	\$1,280,000.00	\$1,000,000.00
02/28/22	132435.00	HSIP-5(121)*	Madison	SR-5	(US-45), From Near Bridge over Bear Creek to South Elementary School	AUTHORIZE PE-N	HSIP	HSIP-06(a)	\$36,000.00	\$1,638,500.00
03/10/22	118410.00	STP-M-NH-872(10)	Madison		Dr. F.E. Wright Drive, From SR-1(US-70E) to Bancorp South Parkway	CLOSE PROJECT	U-STP	U-STP-07	(\$83,958.21)	\$200,000.00
03/15/22	131455.00	HSIP-I-40-1(365)*	Madison	I-40	From Underpass at Stewart Road to Henderson County Line	AUTHORIZE PE-D	HSIP	HSIP-06(a)	\$4,500.00	\$1,638,500.00
04/05/22	121081.00	HSIP-18(37)*	Madison	SR-18	From near Meridian Creek to SR-5	AUTHORIZE CONST	HSIP	HSIP-06(a)	\$206,100.00	\$1,638,500.00
04/20/22	115692.00	BR-STP-197(10)*	Madison	SR-197	Bridges over Branch, LM 8.56 and LM 8.66	CLOSE PROJECT	STP	STP-05	\$29,312.27	\$3,700,000.00
05/10/22	127415.00	HSIP-223(12)	Madison	SR-223	From near James Lawrence Road to I-40	CLOSE PROJECT	HSIP	HSIP-06(a)	\$17,669.58	\$2,401,277.00
05/12/22	114149.03	NH-I-40-1(358)	Madison	I-40	From West of SR-20 (US-412, Hollywood Drive) to West of SR-186 (US-45 ByPass)	AUTHORIZE CONST	NHPP	NHPP-03.07	\$27,328,000.00	\$34,500,000.00
05/19/22	120402.00	PHSIP-20(57)	Madison	SR-20	Intersection at Old Bells Road, LM 5.62 in Jackson	ADJUST PE-N & PE-D	PHSIP	HSIP-06 (b)	\$95,000.00	\$82,500.00
06/23/22	123445.00	HSIP-R-877(10)*	Madison		Old Medina Road at WTNN Railroad, LM 10.79 near Medina	WITHDRAW PROJECT	HSIP	HSIP-06	(\$13,500.00)	\$6,000,000.00
06/23/22	123440.00	HSIP-R-877(11)	Madison		Old Medina Road at WTNN Railroad, LM 3.84 in Jackson	WITHDRAW PROJECT	HSIP	HSIP-06	(\$13,500.00)	\$6,000,000.00
07/08/22	101599.01	STP-18(21)*	Madison	SR-18	From North of Medon-Malesus Road to SR-5 (US-45) in Jackson	ADJUST PE-D	STBG	STIP 57009	\$400,000.00	\$1,300,000.00
07/13/22	131455.00	HSIP-I-40-1(365)*	Madison	I-40	From Underpass at Stewart Road to Henderson County Line	AUTHORIZE CONST	HSIP	HSIP-06(a)	\$290,700.00	\$1,638,500.00
07/20/22	129076.01	NH-I-40-1(359)*	Madison	I-40	Haywood County Line (MM 67.1) to Near Ramp from Lower Brownsville Road (MM 74.4)(Westbound lanes only)	CLOSE PROJECT	NHPP	NHPP-04	(\$137,221.73)	\$12,222,500.00
07/20/22	131384.00	NH-SIP-I-40-1(363)*	Madison	I-40	Interchange at SR-152 (Exit 93)	ADJUST PE-N & PE-D; AUTHORIZE CONST	ACNHPP	NHPP-04	\$0.00	\$6,000,000.00
08/04/22	114149.03	NH-I-40-1(358)	Madison	I-40	From West of SR-20 (US-412, Hollywood Drive) to West of SR-186 (US-45 ByPass)	ADJUST CONST	NHPP	NHPP-03.07	\$6,447,792.00	\$42,300,000.00
08/06/22	127359.00	NH/HSIP-186(18)	Madison	SR-186	From Channing Way to Passmore Lane Overpass	CLOSE PROJECT	NHPP	NHPP-04	\$89,733.15	\$10,027,500.00
08/06/22	127359.00	NH/HSIP-186(18)	Madison	SR-186	From Channing Way to Passmore Lane Overpass	CLOSE PROJECT	HSIP	HSIP-06(a)	(\$17,320.06)	\$1,588,500.00

# Project Ranking

Sequ.	Region	MPO	County	PIN	Route	Description	Length	Phase	Est.	FY	Notes	2021 Rank	2022 Rank	Comments
254	4	MPO JK	Madison	101599.01	SR-18	(Bolivar Hwy.), From North of Medon-Malesus Road to US-45 (SR-5) in Jackson (***) (IA)	6.3	Construction	17.4	25		3	3	
258	4	MPO JK	Madison	101599.03	SR-18	From North of Jared Lane to North of Medon-Malesus Road (IA)	3.5	Construction	38.6	24		2	2	
352	4	MPO JK	Madison	109926.00	SR-186 US-45BP	(Southern Bypass) SR-186 from SR-1 (Airways Blvd.) to SR-5 (So Highland Ave.) in Jackson (IA)	5.5	Right-of-Way	22.8	23		1	1	
								NOTE			Yellow notes same phase ranked last year			
								BLUE			Blue notes new project to the list including an existing project			
								GREEN			Green notes project moving to new phase			

## L RTP Modifications

An administrative modification is used to clarify language in the text of the plan. There are three major reasons for adjustments:

- 1) Due to a change in legislation or governmental responsibility
- 2) There becomes a need to clarify the details of a project to ensure consistency with the Transportation Improvement Program
- 3) To correct an error or discrepancy that has no effect on plan outcomes

These instances are **minor** in that there is **no major impact** on the financial or other major **elements of the plan**, nor does the revision alter a project’s design scope, description, or termini. As a result, these small modifications do not require public review.

For L RTP **modifications**, the process **does not involve** a formal **Federal, state or public review** period, or any formal action by the Jackson Executive Board. MPO staff shall prepare the administrative change and submit it to state and Federal partners and **share the prepared material** with the **MPO membership** and **public** at **regularly scheduled meetings**.

**TABLE 2 - Long Range Transportation Plan**

	Reviewing Agency/Group	Review/Comment Period
<b>Scheduled New or Updated Plan</b>	State	30 business days
	MPO Membership	30 calendar days
	Public	<del>45 calendar days</del> 30 calendar days
	Federal	20 business days
<b>Amendment</b>	State	10 business days
	MPO Membership	14 calendar days
	Public	14 calendar days
	Federal	10 business days
<b>Modification</b>	Staff prepared with only a notification of the completed activity to all agencies/groups	

## TIP Amendments

Proposed changes to TIP projects will be reviewed by MPO staff and recommended for adoption by the MPO Executive Board. **Public outreach for these changes** will center on the **MPO Executive Board meeting** and **associated public notices**. When TIP modifications will be reviewed by the MPO Executive Board, the public meeting **notices** will include **summary information** about TIP revisions under consideration for adoption. Specific information about TIP amendments requirements can be found in the most recently adopted TIP. Generally, TIP amendments are required when a change includes any of the following:

- A major change in the total project cost
- Adding or removing a project from the TIP
- A major scope change of the project such as, changing the number of lanes of a roadway, adding or deleting non-motorized facilities along a project, changing the termini of a project, or changing a funding source

## TIP Adjustments

MPO staff may make **minor adjustments** to TIP projects **without** requiring adoption by the MPO Executive Board or public review. A detailed listing of what qualifies for adjustments can be found in the most recently adopted TIP. Some of the types of changes that qualify as administrative are:

- A minor change in the project description
- A minor change in the total project cost
- Moving funds between projects with a TIP
- Changes required to meet FHWA or FTA instructions

**TIP adjustments** will be included in **Technical Committee and MPO Executive Board** meeting **materials** for informational purposes.

**TABLE 3 – Transportation Improvement Program (TIP)**

	Reviewing Agency/Group	Review/Comment Period
<b><i>New or Updated TIP</i></b>	State	30 business days
	MPO Membership	30 calendar days
	Public	<del>45 calendar days</del> 30 calendar days
	Federal	20 business days
<b><i>Amendment</i></b>	State	10 business days
	MPO Membership	14 calendar days
	Public	14 calendar days
	Federal	10 business days
<b><i>Adjustment</i></b>	Staff prepared with only a notification of the completed activity to all agencies/groups	

### **UPWP Amendments**

Based on funding changes, timeline revisions or other circumstances, the UPWP may need to be modified. **An amendment is any change resulting in additional or reduced funds for a work task over 20%, and/or a change to the scope of work (or tasks) for a project, including new or deleted tasks.** Amendments do not require additional public input and will be announced in conjunction with MPO Executive Board meetings where the changes will be adopted.

### **UPWP Adjustments**

**Minor changes** that do not meet the threshold for Amendments will be made by MPO staff **without requiring adoption by the MPO Executive Board.** The MPO will include **notice** of the changes at MPO Technical Committee and Executive Board meetings.

**TABLE 4 - Unified Planning Work Program**

	<b>Reviewing Agency/Group</b>	<b>Review/Comment Period</b>
<b><i>Scheduled Update</i></b>	State	30 calendar days
	MPO Membership	14 calendar days
	Public	14 calendar days
	Federal	30 calendar days
<b><i>Amendment</i></b>	MPO Membership / Public notice	14 calendar days prior to the meeting
<b><i>Adjustments</i></b>	Staff prepared with only a notification of the completed activity to all agencies/groups	