



NASHVILLE AREA

Metropolitan Planning Organization

Transportation Policy Board

February 21, 2018

11:00 a.m.

Music City Central Station
400 Charlotte Avenue, Nashville, TN

Beginning in 2018, the MPO Transportation Policy Board will convene at 11:00 a.m., immediately following the GNRC Executive Committee Meeting. For the convenience of membership, the GNRC agenda may include informational items related to actions taken at the MPO meeting. Members of each boards are encouraged to attend and participate in both meetings.

1. **Call to Order** **Mary Esther Reed**, Town of Smyrna, Chair
2. **Approval of 12/13/17 Meeting Minutes** (*attachment*) **Mary Esther Reed**, Town of Smyrna, Chair
3. **Business Items:**
 - a. **Endorse Amendments to the 2017-2020 TIP for Public Review and Comment** (*attachment*) **Anna Emerson**,
Senior Transportation Planner
 - b. **Endorse Amendments to the Regional Transportation Plan** (*attachment*) **Anna Emerson**,
Senior Transportation Planner
 - c. **Approve Resolution 2018-002 adopting TDOT Safety Performance Measures as required by the federal FAST Act** (*attachment*) **Mary Connelly**,
Senior Transportation Planner
4. **Presentation Items:**
 - a. **Call-for-Studies for the upcoming Fiscal Year 2019 Unified Planning Work Program (UPWP) –**
The UPWP allocates federal transportation planning dollars to studies and planning activities carried out by the MPO and its partners.
<http://upwp.nashvillempo.org/> **Michelle Lacewell**, GNRC Deputy Director
and Acting MPO Coordinator
5. **Public Comment Period:** The MPO's *Public Participation Plan* calls for the first meeting of the calendar year to provide an opportunity for the public to comment on any of the Organization's plans/programs. **Michelle Lacewell**, GNRC Deputy Director
and Acting MPO Coordinator
6. **Regular Reports:**
 - a. **MPO Coordinator's Report** **Michelle Lacewell**, GNRC Deputy Director
and Acting MPO Coordinator
 - b. **Chair's Report** **Mary Esther Reed**, Town of Smyrna, Chair
7. **Other Business**
8. **Adjourn until March 21, 2018**

The Nashville Area MPO is administered by the Greater Nashville Regional Council (GNRC). It shall be against the policy of the GRNC to discriminate against an individual based upon that person's race, color or national origin. This policy applies to applicants for employment and current employees as well as sub-recipients and subcontractors of the Greater Nashville Regional Council that receive Federal Funding. Complaints should be directed to Laylah Smith, Title VI Coordinator, 501 Union Street, Floor 6, Nashville, TN 37219, phone number 615-862-8863. GNRC meetings are audio recorded.

Agenda Item 2.

Meeting Minutes - December 13, 2017

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
December 13, 2017

Attendees: Mayor Rogers Anderson, Mayor Bernie Ash, Mr. Steve Bland, Vice-Mayor David Briley, Mayor Paige Brown, Mayor Ernest Burgess, Mayor Jill Burgin, Mayor Jamie Clary, Mayor Rick Graham, Mr. Gerald Herman, Executive Anthony Holt, Mr. Eddie Hood, Mayor Randall Hutto, Mr. Jim Kerr (for Mayor Shane McFarland), Mr. Larry McGoogin, Ms. Caryn Miller (for Mayor Timothy Lassiter), Mayor Ken Moore, Mayor Charlie Norman, Mr. Toks Omishakin (for Gov. Bill Haslam), Mr. Jeff Peach (for Mayor Mary Esther Reed), Mr. Sean Santalla, Mayor Ken Wilber

Approve November 15, 2017 Meeting Minutes

Mayor Randall Hutto, Chair, opened the meeting at 9:10 a.m. Mayor Bernie Ash moved to approve the November 15, 2017 meeting minutes with Mr. Eddie Hood seconding. The motion passed unanimously.

Public Comment

There was no public comment.

TPB Chair Report

Mayor Hutto said that he has enjoyed his two years as the Chair.

He said that item #6, presentation on TDOT's I24 SMART Corridor Study, will be deferred until a future meeting date.

Proposed Amendments to the 2017-2020 TIP

Ms. Michelle Lacewell, MPO Coordinator, said that the proposed following amendments to the *Transportation Improvement Program* (TIP) have been out for the required 21-day public review and comment period. She said that to-date, there have been no comments received.

Mayor Hutto opened the public hearing. There were no comments. Mayor Hutto closed the public hearing. Executive Anthony Holt moved to adopt the MPO Resolution 2017-009 to amend the 2017-2020 TIP. Mayor Ken Wilber seconded and the motion passed unanimously.

SCHEDULE:

- 11/1 - TCC Endorsement for Public Review and Comment
- 11/15 – TPB Endorsement for Public Review and Comment
- 11/15 – 12/13 – Public Review and Comment Period
- 12/6 – First Public Hearing (TCC)
- 12/13 – Second Public Hearing and Adoption (TPB)

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2018-001	2018-74-050	1679-137	Leeville Pike at Crowell Lane Intersection Improvements	City of Lebanon	Add project
2018-002	2018-42-051	1642-200	Sam Ridley Parkway (SR-266) from I-24 to Austin Lee Drive	Town of Smyrna	Add project
2018-003	2012-44-172	1144-003	Sam Ridley Parkway & Stonecrest Parkway Intersection Improvements	Town of Smyrna	Add funds
2018-005	2008-51-032	1052-120	East-West Corridor (Albert Gallatin Avenue (SR-174)/Hatten Track Road Extension	City of Gallatin	Program reserve funds; Add funds

Updates to the 2016-2040 Regional Transportation Plan

Ms. Lacewell said that the proposed following updates to the 2016-2040 Regional Transportation Plan (RTP) have been out for the required 30-day public review and comment period. To-date there have been no comments received.

Executive Holt suggested that there be more information about each project on the front page.

Mayor Hutto opened the public hearing. There were no comments. Mayor Hutto closed the public hearing.

Executive Holt moved to adopt the MPO Resolution 2017-010 to amend the 2040 Regional Transportation Plan. Mayor Rick Graham seconded and the motion passed unanimously.

SCHEDULE:

- 10/18 – TPB Endorsement for Public
- 10/18 – 12/13 – Public Review and Comment Period
- 12/6 – First Public Hearing and TCC Endorsement for Adoption

- **12/13 – Second Public Hearing (TPB) and Adoption**

RTP ID	Change(s) Made
1014-238	Funding updated (increased from \$1.5M to \$2M)
1416-104	Corrected typo in termini (from “SR-112” to “SR-12”)
1714-354	Project Name and Description updated; length updated from 3 miles to 23.5 miles
1624-109	Funding updated (increased from \$6.88M to \$35.7M)
1624-110	Funding updated (increased from \$7.7M to \$14.4M)
1622-111	Length updated from 6.4 miles to 6.6 miles; funding updated (increased from \$60.5M to \$69.7M)
1721-352	Project termini clarified, including adjacent improvements
1032-109	Edit project termini to define smaller section; update funding source from “NHPP” to “S-STP”; funding updated (increased from \$29M to \$41M)
1042-168	Edit project scope; length updated from 3.8 miles to 4 miles; funding updated (increased from \$23M to \$48.1M)
1042-124-1	Length updated from 1.1 miles to 1.4 miles
1042-124-2	Length updated from 2.3 miles to 2.2 miles; funding updated (increased from \$26.5M to \$30.8M)
1042-124-3	Length updated from 1.9 miles to 2.5 miles; funding updated (increased from \$16.11M to \$26.9M)
1042-231	Update funding source from “S-STP” to “NHPP”
1051-222	Length updated from 5.3 miles to 7.2 miles
1062-137	Funding updated (increased from \$32.25M to \$48.2M)
1199-1322	Funding updated (increased from \$13.5M to \$28.5M)
1062-160	Funding updated (increased from \$22.5M to \$38M)
1072-237-1	Funding updated (increased from \$11.13M to \$19.3M)
1679-138	Corrected typo in termini (from “SR-26” to “SR-96”)
1072-237-2	Funding updated (increased from \$6.13M to \$9.1M)
1072-348-1	Length updated from 3.6 miles to 3.4 miles
1072-348-2	Length updated from 3.6 miles to 3.7 miles
1012-228	Deleted duplicate record
1012-245	Length updated from 4.6 miles to 4.3 miles
1612-152	Length updated from 3.7 miles to 3.8 miles
1612-153	Length updated from 1.5 miles to 2.6 miles; funding updated (increased from \$36.23M to \$50M)
1685-158	Length updated from 8.9 miles to 10 miles; funding updated (increased from \$187.88M to \$211M)
1632-168	Length updated from 8.7 miles to 8.8 miles
1632-169-1&2	Combined into a single record with ID# 1632-169-1; funding updated (increased from \$4.69M to \$6M)
1652-176	Length updated from 4.8 miles to 5.8 miles
1682-190	Funding updated (increased from \$53.68M to \$68M)

1612-151-2	Length updated from 1.7 miles to 1.8 miles
1612-193-1	Length updated from 5.5 miles to 5.6 miles
1612-193-2	Length updated from 2.9 miles to 3 miles
1062-140	Length updated from 3.1 miles to 3.2 miles
1632-169-3	ID# changed to 1632-169-2

I-24 SMART Corridor Project

This item was deferred until next month. Mr. Toks Omishakin said that TDOT is excited about the work being done on this project. He said that the I-24 corridor leading into Davidson County is one of the most congested in Tennessee. He said that a project was included in the IMPROVE Act and hopefully the details will be announced soon.

TDOT Three-Year Work Program

Ms. Lacewell said that the MPO program staff have worked with members to gather feedback on the project list provided by TDOT for review and prioritization to development its 2019-2021 Work Program. This year TDOT requested that the projects be listed separately by PE and Construction. The ranked lists are based on project evaluation scores developed for the 2040 Regional Transportation Plan.

Mayor Wilber moved to adopt the MPO Resolution 2017-012, list of regional priorities for TDOT Three-Year Work Program with Mr. Gerald Herman seconding. The motion passed unanimously.

Adoption of 2018 Meeting Schedule

Ms. Lacewell said that unless otherwise noted, the MPO Technical Coordinating Committee (TCC) will hold its meetings on the first Wednesday of each month and the MPO Transportation Policy Board (TPB) will hold its meeting on the third Wednesday of each month. She said that the time of the TPB meeting will change from 9:00 a.m. to immediately following the GNRC 10:15 meeting but not before 11:00 a.m. The RTA board meeting will meet at 9:30.

Mr. Herman moved to adopt the meeting calendar for 2018 with each meeting being 45 minutes long. Mayor Wilber seconded and the motion passed unanimously.

Election of Transportation Policy Board Officers

The nominating committee was made up of Mayor Rogers Anderson, Mayor Ernest Burgess, and Mayor Ken Wilber. Mayor Anderson presented the slate of Mayor Mary Esther Reed as Chair and Mayor Howard Bradley as Vice-Chair. Mayor Burgess moved to elect the slate as presented with Executive Holt seconding. The motion passed unanimously.

2017 Federal Obligation List

Ms. Lacewell said that the MPO is required to publish an annual listing of projects for which federal funds have been obligated in the preceding year as a record of project delivery and a progress report for public information and disclosure.

Ms. Lacewell said that in November the four large MPOs from across the state met with TDOT to discuss challenges of moving projects forward and meeting annual obligation requirements. Mr. Omishakin said that TDOT is looking at balances of top MPO unobligated funds. He said that a letter from the Commissioner will be sent to all MPO members stating the importance of moving projects forward and obligating funds appropriately. He said that all parties have a responsibility and TDOT understands it is not an easy task to secure matching funds in many cities. He said that occasionally funds will be rescinded by Congress but these funds are not in the position to be rescinded. He said that a plan needs to be put in place to move forward.

Mayor Hutto clarified that funds that have been allocated through the MPO process, but not yet obligated are what is at issue.

Ms. Lacewell said that the MPO's unobligated balance, while high, includes funds for projects that are held in the construction reserve fund to ensure dollars are available when projects get to construction, on a first come, first serve basis. One of the challenges is that projects are not moving as swiftly as we would like and one of TDOT's concerns is that there are a limited amount of obligation authority every year and if we do not obligate the funds, we could be in a position to lose them. She said that the MPO does not have a direct role in the obligation funds but works with each jurisdiction to program and manage a process for the jurisdictions and TDOT to obligate funds. She reviewed the MPO's TIP policies which state that members responsible for providing proof of local match and a limited amount of time to program funds without the potential of losing the money. She said that before, the MPO has checked in with each jurisdiction on the status of a project. However, from now on, a list will be presented showing the status of each project. This is so the MPO can help the locals move projects forward.

Executive Holt said it is smart in the future that prior to being awarded projects that locally there is a commitment and ability to fund the match. He said that if a community can't get act together, the funds need to be re-allocated. TDOT needs to help fast track projects to make sure that the funds are available.

Mr. Omishakin said that TDOT will do their part but the regulations/processes can't be skipped. He said that TDOT will become more mindful of managing projects.

Ms. Caryn Miller said that all federal dollars have limited time. Is that still correct? Ms. Lacewell said that there is a certain amount of time that is attached to the money received. She said that a discussion has been held with TDOT about swapping obligation authority on different years of money to assist with this issue but that TDOT would have to take the lead on such a process.

Vice-Mayor David Briley asked if the TIP policy deadlines were soft? Ms. Lacewell said yes. It looks like almost all matches are local obligations. Can it also be state match? Ms. Lacewell said that it has to be non-federal. Vice-Mayor Briley asked if the state will have resources available to help jurisdictions meet the match. Mr. Omishakin said that potentially yes, but it will be on a case by case basis. Mr. Larry McGoogin said that early on in the process prior to a project being put into the TIP to make sure those discussions take place.

Mayor Rogers Anderson asked what “unprogrammed” means. Ms. Lacewell said that it is money in the construction reserve fund for projects that a jurisdiction has said it will need once the project is ready for construction. This money is on a first come, first serve basis and will become programmed money as soon as construction begins.

Mayor Ken Moore asked about the challenges that TCC members are facing. Ms. Lacewell said that a survey is being done which will be sent to the TCC representatives quarterly for updates on projects.

Mayor Jill Burgin asked what time period of report showing we were #1 in not obligating funds. Mr. Omishakin said that it was an internal report. It was looking at the total percentage compared to the large MPOs across the nation. He said that everyone will get a letter with this list attached.

MPO Coordinator’s Report

Ms. Lacewell presented outgoing chair, Mayor Hutto, with a plaque. He received a round of applause.

With no further business, the meeting was adjourned at 9:58 a.m.

Date: _____

The Honorable Randall Hutto
Chairman, MPO Transportation Policy Board

Michelle Lacewell, MPO Coordinator
Secretary, Transportation Policy Board

Agenda Item 3a.

Endorse Proposed Amendments to the FYs 2017-2020 TIP

Item Description:

The MPO has proposed the following amendments to the Transportation Improvement Program (TIP). A 21-day public review and comment period and two public hearings are required prior to adoption by the Board.

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2018-005	2018-87-051	1714-354	I-24 SMART Corridor – Phase 1	TDOT	Add project
2018-006	2018-87-052	1714-354	I-24 SMART Corridor – Phase 2	TDOT	Add project
2018-007	2018-85-053	1689-118	Bus Purchase & Replacement	RTA	Add project
2018-008	2011-85-147	Consistent	Job Access & Reverse Commute Program (Grouping)	MPO	Add funds
2018-009	2014-85-025	Consistent	Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping)	MPO	Add funds
2018-010	AM-006	Consistent	Hurricane Creek Greenway	City of LaVergne	Add project

Schedule:

- 2/7 - TCC Endorsement for Public Review
- **2/21 – TPB Endorsement for Public Review**
- 2/21 – 3/21– Public Review and Comment Period
- 3/7 – First Public Hearing (TCC)
- 3/21 – Second Public Hearing and Adoption (TPB)

Staff Recommendation:

Endorse proposed amendments to the TIP for public review and comment.

More Information:

Information about current projects in the MPO's Transportation Improvement Program is available to the public at <http://TIP.NashvilleMPO.org>. Complete documentation of the TIP is available at: http://www.nashvillempo.org/plans_programs/tip/



NASHVILLE AREA

DRAFT

Metropolitan Planning Organization

FY 2017-2020 TIP Amendment – March 2018 Adoption

TIP Amendment # 2018-005

TIP #: 2018-87-051
2040 RTP ID: 1714-354
Project: I-24 SMART Corridor – Phase 1
Requested By: TDOT
Proposed Changes: Add project
Total Project Cost: \$4,050,000

TO: \$1,000,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2018	PE-N	STBG	500,000	400,000	100,000	0
2018	PE-D	STBG	500,000	400,000	100,000	0
Total			1,000,000	800,000	200,000	0

Amendment Description

This amendment proposes to add the project to the TIP with \$800,000 (federal) in state STBG funding.

This project includes preliminary engineering for an ITS SMART Corridor Plan on I-24, SR-1/US-70S, and connecting roads. The project limits are I-24 from I-440 (Exit 53) to SR-10/US-231 (Exit 81) in Murfreesboro and SR-1 from I-24 to SR-10 in Murfreesboro and various connector routes. It includes ITS and signal improvements on all project roadways, extending ramps and implementing ramp meters along I-24, installing emergency pull-offs along I-24, improving lane widths on I-24, operational improvements, implementing an active traffic management system (ATMS), installing overhead dynamic message signs (DMS) along I-24, and shoulder improvements along I-24.



NASHVILLE AREA

Metropolitan Planning Organization

DRAFT

FY 2017-2020 TIP Amendment – March 2018 Adoption

TIP Amendment # 2018-006

TIP #: 2018-87-052
2040 RTP ID: 1714-354
Project: I-24 SMART Corridor – Phase 2
Requested By: TDOT
Proposed Changes: Add project
Total Project Cost: \$37,000,000

TO: \$37,000,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2018	CONST	NHPP	34,000,000	27,200,000	6,800,000	0
2018	CONST	STBG	3,000,000	2,400,000	600,000	0
Total			37,000,000	29,600,000	7,400,000	0

Amendment Description

This amendment proposes to add the project to the TIP with \$29,600,000 (federal) in state NHPP and STBG funding.

This project includes ITS and signal improvements on all project roadways. The project limits are I-24 from I-440 (Exit 53) to SR-10/US-231 (Exit 81) in Murfreesboro and SR-1 from I-24 to SR-10 in Murfreesboro and various connector routes. It includes extending ramps along I-24, installing emergency pull-offs along I-24, and operational improvements.



NASHVILLE AREA

Metropolitan Planning Organization

DRAFT

FY 2017-2020 TIP Amendment – March 2018 Adoption

TIP Amendment # 2018-007

TIP #: 2018-85-053

2040 RTP ID: 1689-118

Project: Bus Purchase & Replacement

Requested By: RTA

Proposed Changes: Add project

Total Project Cost: \$1,682,839

TO: \$1,682,839

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2018	PURCHASE	STATE	1,682,839	0	1,262,129	420,710
Total			1,682,839	0	1,262,129	420,710

Amendment Description

This amendment proposes to add the project to the TIP with \$1,262,129 in state IMPROVE Act funding awarded to RTA by the TDOT Division of Multimodal Transportation Resources.

This project includes the purchase of rolling stock for replacement, including hybrid and electric buses as needed on RTA bus routes.



NASHVILLE AREA

Metropolitan Planning Organization

DRAFT

FY 2017-2020 TIP Amendment – March 2018 Adoption

TIP Amendment # 2018-008

TIP #: 2011-85-147

2040 RTP ID: Consistent

Project: Job Access & Reverse Commute Program (Grouping)

Requested By: MPO

Proposed Changes: Add funds

Total Project Cost: \$4,000,000

FROM: \$1,000,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
Total			1,000,000	800,000	100,000	100,000

TO: \$4,000,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
2018	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
2019	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
2020	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
Total			4,000,000	3,200,000	400,000	400,000

Amendment Description

This amendment reflects funds that have been set aside for the Grouping from 5307 funds apportioned to the region.

Job Access and Reverse Commute (JARC) Program funds expand the availability of public transportation services to employment and career centers throughout the region via a competitive project selection process.



NASHVILLE AREA

Metropolitan Planning Organization

DRAFT

FY 2017-2020 TIP Amendment – March 2018 Adoption

TIP Amendment # 2018-009

TIP #: 2014-85-025
2040 RTP ID: Consistent
Project: Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping)
Requested By: MPO
Proposed Changes: Add funds
Total Project Cost: \$3,244,497

FROM: \$1,105,472

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	CAPITALIZATION	FTA 5310	478,750	383,000	47,875	47,875
2017	OPERATIONS	FTA 5310	626,722	313,361	156,680	156,680
Total			1,105,472	696,361	204,555	204,555

TO: \$3,244,497

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	CAPITALIZATION	FTA 5310	478,750	383,000	47,875	47,875
2017	OPERATIONS	FTA 5310	626,722	313,361	156,680	156,680
2018	CAPITALIZATION	FTA 5310	735,636	588,509	73,564	73,564
2018	OPERATIONS	FTA 5310	225,678	180,542	22,568	22,568
2019	CAPITALIZATION	FTA 5310	510,033	408,026	51,003	51,003
2019	OPERATIONS	FTA 5310	667,678	333,839	166,920	166,920
Total			3,244,497	2,207,277	518,610	518,610

Amendment Description

This amendment reflect funds that are available for the program and are updated to the TIP page as projects are competitively selected.

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.



NASHVILLE AREA

Metropolitan Planning Organization

DRAFT

FY 2017-2020 TIP Amendment – March 2018 Adoption

TIP Amendment # 2018-010

TIP #: AM-006
2040 RTP ID: Consistent
Project: Hurricane Creek Greenway
Requested By: LaVergne
Proposed Changes: Add project
Total Project Cost: \$2,552,810

TO: \$617,330

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2018	CONST	TAP	617,330	493,864	0	123,466
Total			617,330	493,864	0	123,466

Amendment Description

This amendment proposes to add the project to the TIP with \$493,864 in Transportation Alternatives Program funding granted by TDOT.

This project includes the construction of one mile of greenway/bike trail in LaVergne beginning at US-41 near City Hall and proceeding northeast connecting to residential areas. It also includes a trailhead on Nir Shriebman Boulevard. This project was contained in previous MPO TIPs, but at the time of the creation of the FY 17-20 TIP, all granted funding had been obligated. The recent grant will carry the same TIP ID# as was shown in previous TIPs to facilitate project tracking.

Agenda Item 3b.

Endorse Proposed Amendments to the Regional Transportation Plan

Item Description:

The MPO has proposed the following updates to the 2016-2040 Regional Transportation Plan (RTP). Amendments to the RTP require a 30-day public review and comment period and two public hearings prior to adoption by the Board.

RTP Amendment #2018-001: I-24 Congestion Reduction/SMART Corridor

- Description: I-24 Congestion Reduction, from I-24/I-40 Interchange near the Silliman Evans Bridge in Davidson County to SR-10 in Rutherford County (including ITS implementation on SR-1 and connecting roads).
- 2040 RTP ID#: 1714-354
- TIP#: 2017-19-039; 2018-87-051 (pending amendment); 2018-87-052 (pending amendment)
- Cost: \$81,000,000
- **Requested change: Increase project length to 98 miles. Increase project cost to \$81,000,000.**

Staff Analysis: TDOT is working to implement a large-scale ITS project on I-24 involving multiple smart components and roads connecting to the interstate. A study was performed to determine the scope of the project. As that scope has materialized, the Department is seeking to update the MPO's Regional Transportation Plan with the details of the project that will be developed.

Schedule:

- 2/7 - TCC Endorsement for Public Review
- **2/21 – TPB Endorsement for Public Review**
- 2/21 – 4/18 – Public Review and Comment Period
- 4/4 – First Public Hearing (TCC)
- 4/18 – Second Public Hearing and Adoption (TPB)

Staff Recommendation:

Endorse proposed amendments to the RTP for public review and comment.

More Information:

Information about the current Regional Transportation Plan is available to the public at:
http://www.nashvillempo.org/plans_programs/rtp/

Agenda Item 3c.

Approve Resolution 2018-002, adopting TDOT Safety Performance Measures and Targets

Item Description:

On February 7 the TCC endorse the attached resolution for consideration by the MPO Transportation Policy Board. This action was taken after the committee reviewed the Safety Performance Management Measures regulations that require actions by State DOTs and MPOs to assess performance targets established by the Tennessee Department of Transportation (TDOT). The MPO is set to adopt statewide measures enacted by TDOT and will revisit the measures during the development of the next Regional Transportation Plan.

Staff Recommendation:

Approve Resolution 2018-002 adopting TDOT's safety performance targets for the region.



Safety Performance Measures Targets

In 2012, Congress passed Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs. These requirements were outlined through a series of rules published in the Federal Register.¹

The Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs assess the following on **all roads**:

- Number of Fatalities
- Fatality Rate (per 100 Million VMT)
- Number of Serious Injuries
- Serious Injury Rate (per 100 Million VMT)
- Number of Non-motorized Fatalities and Serious Injuries

MPOs may:

- Choose to support State targets
- Establish their own specific numeric targets
- A combination of both

RECOMMENDATION: Support State targets. Includes agreeing to plan and program projects so that they contribute toward the accomplishment of State targets

Established Statewide Targets

PERFORMANCE MEASURES	BASELINE	TARGET
	2012-2016	2014-2018
Number of Fatalities	994.4	1,021.4
Fatality Rate	1.352	1.337
Number of Serious Injuries	7,324.4	7,630.8
Serious Injury Rate	9.951	9.982
Number of Non-motorized Fatalities and Serious Injuries	432.6	493.2

¹ See Part 490 to title 23 of the Code of Federal Regulations for Performance Management Requirements (23 CFR Part 490)

MPO RESOLUTION 2018-002

A RESOLUTION TO SUPPORT THE 2014-2018 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties; and

WHEREAS, in 2012 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, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

WHEREAS, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Performance Targets, which apply to all public roads, for 5 Performance Measures; number of fatalities, rate of fatalities per 100 Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, MPOs have 180 days following the establishment and reporting of the State targets in the HSIP Annual Report to make a decision regarding whether to support each state's targets or to establish their own; and

WHEREAS, the Tennessee Department of Transportation (TDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2017 in their State HSIP Annual Report; and

WHEREAS, the Safety Performance Measure Targets adopted by the State are depicted in "Attachment A" attached to this resolution; and

WHEREAS, TDOT presented its proposed Safety Performance Measure targets on September 6, 2017, followed by a Transportation Performance Management workshop conducted by the MPO on January 24, 2018 to confer with the Technical Coordinating Committee (TCC) and to coordinate with TDOT and FHWA; and

WHEREAS, following both presentations the Technical Coordinating Committee (TCC) recommended that the Nashville Area MPO support TDOT's Safety Performance Measure Targets;

NOW, THEREFORE, BE IT RESOLVED that the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization (MPO) hereby acknowledges the MPO's support for Safety Performance Measure Targets set by TDOT as noted above for the 2014-2018 reporting period, and agree to plan and program projects so that they contribute toward the accomplishment of TDOT's Safety Performance Measure Targets.

Adopted this 21st day of February 2018 by the Transportation Policy Board of the Nashville Area
Metropolitan Planning Organization

The Honorable Mary Ester Reed
Chair, MPO Transportation Policy Board

Attest:

Michelle Lacewell
MPO Coordinator and Secretary