

MINUTES

TECHNICAL COORDINATING COMMITTEE Of the

Nashville Area Metropolitan Planning Organization

August 1, 2018

Attendees: Mr. Andy Barlow, Mr. Michael Barr, Mr. Marshall Boyd, Mr. Russ Brashear, Mr. Tom Brashear, Mr. Michael Briggs, Mr. Felix Castrodad, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Mark Crutcher, Mr. Doug Demosi, Mr. Glenn Harper, Mr. Mike Harris, Mr. Joe Horne, Mr. Rodney Joyner, Mr. Jim Kerr, Mr. Victor Lay, Mr. Bo Logan, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Darrell Moore, Mr. Bryan Price, Mr. Kevin Rigsby, Mr. Darrell Moore, Mr. Sean Santalla, Ms. Sarah Sitterle, Mr. Andrew Smith, Mr. Josh Suddath, Mr. Doug Vann, Mr. Matt Von Lunen

Approve June 6, 2018 Meeting Minutes

Mr. Michael Briggs, Chair, opened the meeting at 10:34 a.m. Mr. Joe Horne moved to approve the June 6, 2018 meeting minutes with Mr. Jim Kerr seconding. The motion passed unanimously.

Public Comment

There was no public comment.

TCC Chair's Report

Mr. Briggs thanked Mr. Mike Harris for his service as Chair the past two years. He presented Mr. Harris with a plaque. Mr. Harris received a round of applause.

Mr. Briggs reminded the members of the Power of 10 Regional Summit on Thursday, September 13, 2018 at the Music City Center.

Pavement, Bridge, and System Performance Statewide Target Setting

Ms. Mary Connelly, MPO coordinator, said that the TDOT staff will provide an overview of performance-based planning and target setting requirements as required by MAP-21. She said that the MPO can choose to support the

statewide 4-year target or choose to establish their own 4-year numerical target and it must be done by 11/16/2018.

Mr. Mark Woods went over the data required to analyze pavement conditions of roads as well as set performance measures targets required under MAP-21. He outlined the target-setting methodology through a number of steps: 1) building models to predict specific pavement conditions, 2) developing decision trees for default project selection based on pavement conditions, 3) conducting network analyses based on either funding inputs or draft performance targets, and 4) reviewing analysis output to assess feasibility/probability of targets with current funding. He stated the implications of the TDOT established targets: 1) in general, funding required to maintain % Poor target is minimal, 2) funding required to affect % Good values is significant, 3) due to variability with cracking distress, expected values for % Good are variable, and 4) using historical data and current funding, a small decline in % Good on state routes is expected (1-2%/yr. on interstates and ~3.5%/yr. on all state routes). Mr. Woods stated the proposed targets for interstates as 1% poor for interstates and 4% poor for non-interstates NHS. The targets for % good established were states as 60% for interstates and 42% for 2-year and 40% for 4-year on non-interstate NHS. Mr. Woods said that at the mid-point period of the performance cycle (2020), TDOT will have the opportunity to assess whether 2-year targets were met and whether we are on track to meet 4-year targets and if it is projected that 4-year targets will not be met, they can be adjusted at the mid-point.

Mr. Ted Kniazewycz went over the requirements for assessing and establishing targets for bridge conditions and said that the 2/4 year statewide targets were established 5/20/2018. He said that the baseline performance period report to FHWA will be delivered by 10/01/2018 and the mid-point performance period report will be 1/01/2020. He briefly went over the statewide targets for % poor deck area and % good deck area as well as MPO specific data. The statewide targets for % poor deck area across all of NHS is 6% and the target for % good deck area is 36%. The full performance period report will be 10/1/2022. He briefly went over the statewide bridge data showing good/poor bridges. The Nashville Area MPO data shows that 50.22% of bridges are good and 4/39% are Poor.

Ms. Michelle Nickerson said that the TDOT Traffic Operations Division, along with the Long Range planning Division have established a working group to determine targets, baseline conditions, and submit reports for system performance measures requirements established by federal regulations. There are six total measure as part of the rule. She said that targets were due May 20, 2018 with the performance period of 4 years (1/1/2018 to 12/31/2021) and may be adjusted at the midpoint. The baseline for targets is reported

October 1, 2018. States submitted metric data to FHWA via HPMS by June 15, 2018 and yearly thereafter. PM reporting shall be done via the website provided by FHWA. FHWA will evaluate and notify states of progress toward targets. Significant progress will be made if 1) actual condition is better than the baseline condition, or 2) actual condition is equal to or better than the established target. If significant progress is not made, States shall describe the actions that will be undertaken to achieve those targets in the future. Currently, there are no monetary penalties. The NHS System Performance requirement under subpart E consists of 1) Interstate travel time reliability, 2) non-interstate NHS system travel time reliability. The rule also includes freight reliability in subpart F using truck travel time reliability and a CMAQ measure road mobile emissions under subpart H. She stated that subpart G is not applicable to the Nashville Area MPO. The target for interstate travel time reliability is 85.3% for 2-year and 83% for 4-year. The target for non-interstate NHS travel time reliability is 87.75% for 4-year. The truck time reliability statewide targets are 1.35 for 2-year and 1.33 for 4-year.

Clarifying questions were asked and answered after each person's presentation. Mr. Tom Brashear asked about funding sources related to pavement maintenance and debris removal. Mr. Bill McCord asked about the connection between travel time reliability and congestion. Mr. Bill McCord asked further clarifying questions about how travel time reliability is calculated. Mr. Tom Brashear asked about the significance of target setting goals established by the state.

Ms. Mary Connelly, MPO Coordinator, said that the Nashville Area MPO staff has recommended to support TDOT's targets and to re-evaluate targets as part of the long range plan update. She said that the staff is working on a presentation to show the requirements and how they fit into our general planning process. TDOT has to update their targets annually and the MPO has to re-evaluate and either choose to support or do their own quantifiable targets.

More information on federal legislation focusing on Transportation Performance Management can be found here
<https://www.fhwa.dot.gov/TPM/>

FY 2019 Unified Planning Work Program

Ms. Connelly briefly went over the FY 2019 Unified Planning Work Program (UPWP) which describes the planning studies and research efforts scheduled for the period between October 1, 2018 and September 30, 2019. The

program meets federal planning requirements and serves as the MPO's annual operating budget and regional dues schedule.

Mr. Briggs opened the public hearing. There was no comments. Mr. Briggs closed the public hearing.

Mr. Tom Brashear moved to endorse the FY2019 UPWP for approval by the Board. Mr. Harris seconded and the motion passed unanimously.

More information about the MPO's UPWP is available at NashvilleMPO.org/plans_programs/upwp/.

SCHEDULE:

- *May/June – State and Federal Review*
- *6/6 – TCC Endorsement*
- *6/20 – TPB Endorsement*
- *7/25-8/15 – Public Review and Comment Period*
- **8/1 – First Public Hearing (TCC)**
- *8/15 – Second Public Hearing / Adoption (TPB)*

Update on MPO's Active Transportation Program Call-for Projects

Ms. Anna Emerson, MPO staff, announced the awards for Active Transportation Program. She said that 18 applications were received and all were either fully funded or partially funded. She briefly went over each award.

Amendments to the 2016-2040 Regional Transportation Plan

Ms. Emerson said that the MPO has proposed the following amendments to the 2016-2040 Regional Transportation Plan (RTP). Proposed amendments require a 30-day public review and comment period with two public hearings prior to adoption. To-date, no comments have been received.

Mr. Briggs opened the public hearing. There was no comments. Mr. Briggs closed the public hearing.

Mr. Brashear moved to endorse the proposed amendments for adoption by the TPB. Mr. Jonathan Marston seconded and the motion passed unanimously.

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2018-003	2018-12-054	1072-214	I-40 Widening from SR-109 to I-840	TDOT	Edit scope, project length; add funding/edit fiscal year
2018-004	2011-72-164	1612-153	I-65 Widening from Rivergate Pkwy to near Blue Star Rd (US31W)	TDOT	Edit termini

SCHEDULE:

- 6/6 - TCC Endorsement for Public Review and Comment
- 6/20 – TPB Endorsement for Public Review and Comment
- 7/16 – 8/15– Public Review and Comment Period
- **8/1 – First Public Hearing (TCC)**
- 8/15 – Second Public Hearing and Adoption (TPB)

Proposed Amendments to the 2017-2020 TIP

Ms. Anna Emerson briefly went over the proposed amendments to the *Transportation Improvement Program* (TIP). She said that a 21-day public review and comment period and two public hearings are required prior to adoption by the Board.

Mr. Marston moved to endorse the proposed TIP Amendments for public review and comment. The motion was unanimously passed on the second by Mr. Darrell Moore.

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2018-013	2011-72-164	1072-214	I-40 Widening from SR-109 to I-840	TDOT	Edit scope, project length; add funding/edit fiscal year
2018-030	2018-12-054	1612-153	I-65 Widening from Rivergate Pkwy to near Blue Star Rd (US31W)	TDOT	Edit termini
2018-031	2018-72-057	1672-188	South Mt. Juliet Road (SR-171) Widening from south of Central Pike (SR-265) to near Providence Parkway	Mt. Juliet	Add project

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2018-032	2018-85-058	Consistent	RTA Regional Bus Service Operations	RTA	Add project
2018-033	2018-711-059	Consistent	Mt. Juliet Station Park & Ride Lot Extension	RTA	Add project
2018-034	2018-85-053	Consistent	Bus Purchase & Replacement	RTA	Add funds
2018-035	2018-611-060	Consistent	Regional Multimodal and Rideshare Park & Ride	Franklin Transit	Add project
2018-036	2018-111-061	Consistent	Integrated Transportation Demand Management & Enhanced Mobility Program	Vanderbilt University	Add project
2018-037	2018-57-062	Consistent	Hendersonville Signal Timing Optimization Program	Hendersonville	Add project
2018-038	2018-67-063	Consistent	Murfreesboro Road (SR-96) Traffic Signal Improvements	Franklin	Add project
2018-039	2018-77-064	Consistent	Mt. Juliet Intelligent Transportation System & Signal Improvements	Mt. Juliet	Add project
2018-040	2018-44-065	Consistent	Sam Ridley Parkway (SR-266) at Old Nashville Highway Intersection Improvements	Smyrna	Add project
2018-041	2018-57-066	Consistent	Portland Intelligent Transportation System (Phase 2)	Portland	Add project
2018-042	2012-56-171	Consistent	Sanders Ferry/Drake's Creek Bike Trail	Hendersonville	Add funds
2018-043	2017-56-046	Consistent	Millersville Multi-Modal Connectivity – Phase 1	Millersville	Revise funding
2018-044	2018-76-067	Consistent	Mt. Juliet Multi-Modal Connector Over I-40	Mt. Juliet	Add project
2018-045	2018-76-068	Consistent	Lebanon Road	Mt. Juliet	Add project

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
			Sidewalks – Phase 2		
2018-046	2018-16-069	Consistent	Franklin Pike Multimodal Path	Oak Hill	Add project
2018-047	2018-16-070	Consistent	East Nashville Backbones	Metro Nashville	Add project
2018-048	2018-16-071	Consistent	8 th Avenue Connectivity Project	Berry Hill	Add project
2018-049	2018-46-072	Consistent	Lowry Street Improvements – Phase 2	Smyrna	Add project
2018-050	2018-66-073	Consistent	Nolensville Historic District Street Improvement Project	Nolensville	Add project
2018-051	2018-26-074	Consistent	Harvey Park Greenway – Phase 1	Spring Hill	Add project
2018-052	2018-111-075	Consistent	Pedestrian Signal Priorities	Metro Nashville	Add project
2018-053	2018-19-076	Consistent	Active Neighborhoods Program	Metro Nashville	Add project
2018-054	2018-66-077	Consistent	Thompson's Station Connectivity Project	Thompsons Station	Add project
2018-055	2018-76-078	Consistent	Highway 231 North Sidewalk Project	Lebanon	Add project
2018-056	2018-56-079	Consistent	Portland Pedestrian Connector Project	Portland	Add project
2018-057	2018-46-080	Consistent	Florence Road Sidewalks	Smyrna	Add project
2018-058	2018-511-081	Consistent	Ocana Park & Ride	Sumner County	Add project
2018-059	2014-86-6666	1689-112/113	MPO Active Transportation Program	MPO	Shift funds

SCHEDULE:

- **8/1 - TCC Endorsement for Public Review and Comment**
- 8/15 – TPB Endorsement for Public Review and Comment
- 8/15 – 9/19– Public Review and Comment Period
- 9/5 – First Public Hearing (TCC)
- 9/19 – Second Public Hearing and Adoption (TPB)

Staff Report

- **Update on South Corridor Study**
Ms. Connelly said that over the past couple of months we convened all of the jurisdictions along the corridor of the study. We will be reaching out to the communities for their data in the coming weeks.
- **Update on Regional Smart Mobility Assessment**
Ms. Connelly said that we are in negotiations with a consultant team to get this kicked off. The time line for the study is about 9 months. Complimenting this is an update to our ITS architecture.
- **Update on MPO Federal Certification Review**
She said that our certification review will be finalized in the next few days and will be reporting to the TCC at next month's meeting.

With no further business, the meeting was adjourned at 11:55 a.m.

Date: _____

Michael Briggs, Chair
Technical Coordinating Committee

Mary Connelly, MPO Coordinator
Secretary, Technical Coordinating Committee