



REGULAR MEETING AGENDA

- 1. Approval of 12/4/19 Meeting Minutes (A)** **Glenn Harper**
TCC Chair
- 2. Public Comment**
- 3. Action Items:**
 - a. Endorse Regional Priorities for TDOT 3-Year Work Program (A)** **Anna Emerson**
Senior Transportation Planner
TDOT has requested each Tennessee MPO to prioritize a list of candidate projects for their respective regions.
 - b. Endorse Agreement with TDOT for TIP Modifications (A)** **Anna Emerson**
The Agreement provides options to streamline the certain types of changes to the regional Transportation Improvement Program (TIP).
- 4. Informational Items:**
 - a. Annual Update to the Safety Performance Measure (A)** **Sean Pfalzer**
Transportation Planning Manager and MPO Coordinator
Staff will present information related to the federally-required annual update to state and regional Safety performance measure targets.
 - b. Asset Management Analysis & Forecasts (A)** **Max Baker**
Director of Research & Analytics
Staff will present the results of recent analysis related to the condition of area roadways, bridges, and transit assets prepared in partnership with Cambridge Systematics.
 - c. Population and Employment Forecasts** **Carson Cooper**
Research Analyst
Staff will present an overview of the population and employment forecasts that serve as the basis for the regional land use model being developed by UrbanSim.
 - d. Update on Congestion Management Process** **Sean Pfalzer**
- 5. Regular Reports:**
 - a. Chair's Report** **Glenn Harper**
 - b. Staff Report** **Sean Pfalzer**
- 6. Other Business**
- 7. Adjourn**

(A) Indicates an attachment is available in the packet

Agenda Item 1.

Meeting Minutes - December 4, 2019

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes.

MINUTES

TRANSPORTATION COORDINATING COMMITTEE of the

Nashville Area Metropolitan Planning Organization

December 4, 2019

Attendees: Mr. Donald Anthony, Mr. Andy Barlow, Mr. Tom Brashear, Mr. Robert Caldiraro, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Doug Demosi, Mr. Richard Donovan, Mr. Keith Free, Mr. Glenn Harper, Mr. Mike Harris, Ms. Billy Higgins, Mr. Joe Horne, Ms. Kimberly Howard, Ms. Katrina Jones, Mr. Jim Kerr, Mr. Bo Logan, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Mr. Chip Moore, Ms. Sharmila Patel, Mr. Andrew Pieri, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Sean Santalla, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Doug Vann, Mr. Alex West

Approval of 10/2/19 Meeting minutes

Mr. Glenn Harper, Vice Chair, opened the meeting at 10:35 a.m. Mr. Bill McCord said that he had a couple of minor grammatical changes to the minutes and that he moved to approve the revised minutes. Ms. Katrina Jones seconded and the motion passed unanimously.

Public Comment

There was no public comment.

Elect Chair and Vice Chair to Complete the Remainder of the July 2019-June 2020 Term

Mr. Mike Harris said that he, Mr. Tom Brashear, and Mr. Doug Demosi were the nominating committee. He said the slate is Mr. Glenn Harper for Chair and Mr. Andy Barlow for Vice-Chair. There were no nominations from the floor.

Mr. Harris moved to elect the presented slate of officers. Mr. Tom Brashear seconded. The motion passed unanimously.

Update on Pending Amendments to the 2040 RTP and TIP

Mr. Sean Pfalzer, Transportation Planning Manager, said that on October 16th the Transportation Policy Board adopted the FYs 2020-23 TIP, yet deferred several projects until they were amended into the 2040 RTP. He said that staff is still coordinating with

TDOT and project sponsors to obtain the necessary details to initiate a public review and comment period for proposed amendments to the RTP and TIP. The adoption of the proposed amendments will be in March 2020 (Amendment Cycle B).

A couple of clarifying questions were asked and answered.

Presentation of Annual Listing of Obligated Projects

Ms. Anna Emerson, MPO staff, said that a list of all projects that have federal funds obligated must be published each year. Mr. Pfalzer said that an additional report is under development to break down the types of projects obligated and track obligation trends over time.

Some clarifying questions were asked and answered.

Regional Priorities for TDOT's Three-Year Work Program

Ms. Emerson said that TDOT sends the MPOs a list of projects that they will send to the Legislature for the MPO to rank according to regional priorities.

Mr. Jonathan Russell, TDOT, said that every year TDOT asks the MPOs and the Rural Planning Organizations (RPOs) to rank projects within their boundary. He said that the criteria are 1) traffic operations, 2) multimodal/functional classifications, 3) economic development, 4) roadway safety, 5) region/MPO ranking, and 6) environmental impact. He said that TDOT uses the feedback as part of their process to prioritize a growing list of needs competing for limited revenue. He said that TDOT's goal is to move projects along.

TDOT projects are ranked based on 1) technical score, 2) investment, 3) funding source, and 4) scheduling constraints.

Brian Hurst, TDOT, said that if a jurisdiction doesn't want a project anymore, it is important to let TDOT know. He also said that if a project is missing from the list to let them know.

To clarify, Ms. Emerson said that local readiness is important.

The MPO's proposed ranking methodology is 1) phase of development, 2) new TDOT priorities for safety/operations, 3) MPO regional transportation plan priorities, and 4) new starts (not in current RTP).

Ms. Emerson said that if there is a project that could use enhanced coordination between agencies to let the staff know. She said that the staff needs all feedback by December 25th so that the list can be brought back at the January TCC meeting. The

feedback requested is 1) any known issues with the proposed state-led projects as presented, 2) additional state-led projects any local agency would have expected, and 3) feedback related to the MPO's proposed ranking methodology.

Update on Safety Performance Measure Target Setting

Mr. Pfalzer said that the MPO is required to set performance measure targets for safety annually. The measures include 1) number of fatalities, 2) fatality rate, 3) number of serious injuries, 4) serious injury rate, and 5) number of non-motorized fatalities and serious injuries. He went over the statewide safety PM target numbers.

He said that the TPB will need to adopt targets by the February 2020 meeting. He also noted that the MPO has an opportunity to take a closer look at safety targets as part of the RTP development cycle. Mr. Bill McCord said that it would be helpful to see how the real numbers compare to the target numbers adopted.

Mr. Pfalzer said that at the January meeting the MPO can decide whether to set its own targets or continue to support the State's targets.

Update on Draft Objectives for the 2045 Regional Transportation Plan (RTP)

Mr. Pfalzer said that the TPB endorsed an initial framework for the development of the RTP. This framework presents six regional goals and establishes the need to identify specific and measurable objectives to help ensure that the desired outcomes of the plan are being achieved through the implementation of the recommendations. This framework is expected to evolve through a community and stakeholder engagement process prior to the adoption of the new plan in February 2021.

The six goals and objectives are 1) maintain state of good repair for roadways, bridges, and transit systems, 2) improve safety for the traveling public and freight haulers, 3) mitigate congestion to keep the region moving, 4) increase access to economic opportunity for all Middle Tennesseans, 5) minimize disruptive impacts of transportation systems and improvements, and 6) align with other local, regional, and statewide policies and plans.

Mr. Pfalzer said that the staff is looking for feedback as the process moves forward. Mr. McCord said that environmental impact needs to be included as well as safety strategies. Ms. Sharmila Patel said that there needs to be data to support objectives. Mr. Harper said that the objectives will be endorsed by the TPB at next week's meeting.

Update on Congestion Management Process (CMP)

Mr. Pfalzer said that as part of the Certification Review the CMP was noted as a corrective action. He said that staff is holding monthly meetings with TDOT and FHWA to work through the CMP update process as part of the RTP update.

The CMP is 1) an ongoing process, 2) integral part of developing an RTP and TIP, 3) serves to inform decision-making processes to make the most effective use of limited resources to address congestion problems, 4) federally-mandated for metropolitan planning areas of more than 200,000 people, and 5) intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.

The current CMP process 1) has been fully integrated into the regional transportation planning process since 2010, 2) the components of the CMP are carried-out through the development of the core MPO products including the RTP, TIP, and UPWP, and 3) they are produced with “congestion management” as a core strategy and rely on information and data that describe current and future traffic congestion and the benefit of various strategies aimed at mitigating and managing the impacts of the congestion.

The CMP steps that will be carried out through the RTP development are to: 1) develop congestion objectives, 2) define the network, 3) develop performance measures, 4) collect data/monitor system performance, 5) analyze problems and needs, 6) identify and assess strategies, 7) program and implement strategies, and 8) evaluate strategy effectiveness.

Mr. Pfalzer said that the TPB will be asked to endorse steps 1-3 at the December meeting.

Mr. Sean Santalla said that during the certification review the CMP was not quite in compliance with federal regulations. He takes issue with saying this is a continuation of the existing CMP because there are fundamental flaws to the existing CMP. He said that staff is doing good work continuing conversations with state and federal partners and expanding the types of data analysis being used for identifying congestion issues. He said that steps 1-3 FHWA has been having regular meetings with GNRC and we are comfortable with the direction it is going for future refinement and the reporting and monitoring process. He said that overall, he appreciated the good work staff is doing.

Regular Reports

a. Chair’s Report

Mr. Harper thanked the group for trusting him with being chair.

b. Staff Report

Mr. Pfalzer noted the calendar for the 2020 meetings was in the packet. Where the meetings will occur is to be determined.

He reminded the members that the call-for-projects for the RTP is due by December 31st. He said that the link to the RTP application webinar is still available for review.

Mr. Pfalzer said that the TDM Coordination Meeting with providers in the region will be held on December 12th at 11:30 in the Butler's Run office.

He said that staff is waiting on some jurisdictions to get their ADA Transition Plans to them.

With no further business, the meeting was adjourned at 12:15 p.m.

Date: _____

Glenn Harper, Chair
Technical Coordinating Committee

Sean Pfalzer, Transportation Planning Manager
MPO Coordinator

Agenda Item 3a.

TDOT's Three Year Work Program – MPO Prioritization

Background

TDOT is seeking input from GNRC Transportation Policy Board members on state-led projects being considered for the State's upcoming 3-Year Work Program. This project list will be part of the overall statewide list TDOT will present to the legislature in the coming year for approval by the Tennessee General Assembly.

TDOT uses feedback from MPOs as part of their process to prioritize a growing list of needs competing for limited revenue. Several of the candidates are already under development or ready for construction.

Attached is the statewide list of projects distributed by TDOT along with a refined list of projects within the metropolitan planning area filtered by GNRC staff. Staff is working to populate project details for consistency with the TIP and LRTP. As in previous years, staff is recommending a ranking methodology that incorporates the following.

- *Step 1. Phase of Development.* Projects are prioritized by phase of development in the following order: 1) projects ready for construction, 2) projects entering right-of-way acquisition, and 3) projects beginning preliminary engineering and design.
- *Step 2. New TDOT Priorities for Safety/Operations.* Within each of the groupings identified in step #1, newly identified TDOT Improve Act priorities which focus on roadway safety and operational improvements are ranked above all others.
- *Step 3. MPO Regional Transportation Plan Priorities.* Next, projects included in the current 2040 RTP are prioritized according to the project evaluation rankings computed during the development of the RTP.
- *Step 4. New Starts.* Finally, remaining projects not currently in the RTP are ranked last.

Recommendation

Endorse prioritization for consideration by the Transportation Policy Board.

TENNESSEE DEPARTMENT OF TRANSPORTATION
FISCAL YEARS 2021-2023 COMPREHENSIVE MULTIMODAL PROGRAM
Nashville Area MPO Subset

Item	County	TDOT PIN	Route	Description	TDOT Region 3 Comments	MPO Comments	Local Agency Comments	TDOT Region 3 Rankings	In 2040 RTP	2040RTP Ranking	Safety or Operational	MPO Draft Ranking
119	Davidson-Rutherford	124260.05	I-24	I-24 ITS SMART Corridor - Phase 3 [From I-440 (Exit 53) to SR-10 (Exit 81 / US-231) in Murfreesboro and SR-1 from I-24 to SR-10 in Murfreesboro and Various Connector Routes] (IA)	Phase 2 let to contract in October, 2019. Phase 3 of 4 of SMART Corridor project.	2040 RTP ID# 1714-354 *added via amendment/not scored		27	Yes		Yes	1
120	Davidson-Rutherford	124260.06	I-24	ITS SMART Corridor From Bell Road to Waldron Road (CCTV System) (IA)	Final Phase of SMART Corridor project.	2040 RTP ID# 1714-354 *added via amendment/not scored		38	Yes		Yes	1
	Rutherford	124683.03	I-24	I-24 Ramp Improvements at SR-10 (South Church St.), Exit 81 (IA)	Project budgeted in FY 20 for PE in FY 20-22 Work Program.	Project not in 2040 RTP.		45	No		Yes	3
135	Williamson-Davidson	105766.01	SR-11 US-31A	Nolensville Pike (SR-11/US31A) Reconstruction & Widening [From South of Burkitt Road to North of Mill Creek] (IA)	ROW Acquisition near completion. Project awaiting construction funding for delivery.	2040 RTP ID# 1012-185		4	Yes	40	No	4
425	Rutherford	116310.00	SR-99	Bradyville Pike (SR-99) Reconstruction [From US-41 (SR-2, SE Broad Street) to Rutherford Boulevard in Murfreesboro] (IA)	ROW Acquisition underway. Project being funded by locals.	2040 RTP ID# 1042-131		36	Yes	40	No	4
136	Davidson	105766.02	SR-11 US-31A	Nolensville Pike (SR-11/US31A) Reconstruction & Widening [From North of Mill Creek to Near SR-254 (Old Hickory Boulevard)] (IA)	ROW Phase just underway.	2040 RTP ID# 1012-185		42	Yes	40	No	4
423	Rutherford	104004.02	SR-99	New Salem Highway (SR-99) Widening [From I-24 to SR-96 (Old Fort Parkway) in Murfreesboro] (IA)	ROW Acquisition complete. Project awaiting construction funding for delivery.	2040 RTP ID# 1042-124-1		5	Yes	126	No	7
427	Rutherford	115906.00	SR-268	North Thompson Lane (SR-268) Widening [From US-41/705 (SR-1) to SR-10] (IA)	ROW Acquisition just underway with anticipated 3+ year needed for acquisition.	2040 RTP ID# 1042-127		44	Yes	204	No	8
520	Williamson	100289.00	SR-96	Murfreesboro Road (SR-96) Widening From East of SR-252 (Wilson Pike) to I-840 (***) (IA)	Project budgeted for ROW in FY 19 in FY 19-21 Work Program. ROW acq. anticipated to begin Summer of 2020 and anticipated to take upwards of 30+ months to complete.	2040 RTP ID# 1662-135		37	Yes	269	No	9
484	Sumner	101452.00	SR-386	SR-386 Interchange at Forest Retreat Road (IA)	ROW Acq. complete. Construction funding in future budget. No new interchanges on SR-386 until capacity improvements completed.	2040 RTP ID# 1053-264		49	Yes	269	No	9
481	Sumner	106634.02	SR-109 PROP	Proposed SR-109 Portland Bypass From SR-52, west of Portland, to existing SR-109, north of Portland (IA)	ROW budgeted in FY 20 of FY 20-22 Work Program. ROW Acq. scheduled to begin Summer of 2020. 24-30 month time period anticipated for ROW Acq..	2040 RTP ID# 1051-222	If possible, the Construction Phase for the south leg of the SR 109 By-pass around the west side of Portland (SR 52 to SR 109 South) should be included in the TIP. Only the north segment from SR 52 to SR 109 North is included (PIN 106634.02 and 106634.03).	28	Yes	269	No	9
134	Robertson	124263.04	I-65	I-65 Widening [From near SR-25 (Exit 112) to near SR-109] (IA)	Project funded for PE in FY 20. Phase 1 of 4 of widening project. Project listed as Phase 1 due to pavement failures within the corridor. Potential Alternative Delivery project for innovation and delivery.	2040 RTP ID# 1632-168		3	Yes	269	No	9

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126	Davidson	116896.00	I-40	Donelson Pike (SR-255) Relocation From Taxiway Bridges Over Existing Donelson Pike to I-40 (IA)	Project listed in FY 21 for Const. in FY 20-22 Work Program. Commitment to Metro Nashville to have project substantially constructed by end of 2023.	2040 RTP ID# 1613-142	Metro Planning previously provided comments on the bridge overpass design to incorporate a multi-use path. Although the area is built to accommodate cars traveling to the Nashville International Airport, the NashvilleNext Comprehensive Plan identifies more housing and jobs density along Lebanon Pike and Donelson Pike in this area. We want to ensure that walking and biking accommodations have been addressed with this project for future non-motorized connectivity to the Airport. Otherwise, this infrastructure will be a barrier for non-motorized transportation between neighborhoods near the Airport.	1	Yes	288	No	13
131	Robertson	124263.03	I-65	I-65 Widening [From near SR-257 (Exit 104) to near SR-25 (Exit 112)] (IA)	Project funded for PE in FY 20. Phase 4 of 4 of widening project.	2040 RTP ID# 1632-167		51	Yes	288	No	13
424	Rutherford	106982.00	SR-99	New Salem Highway (SR-99) Widening [From West of Veterans Parkway(SW Loop Road) to Cason Lane] (IA)	ROW Acquisition near completion. Project awaiting construction funding for delivery.	2040 RTP ID# 1042-124-3		40	Yes	308	No	15
539	Wilson	103203.01	SR-141	Hartsville Pike (SR-141) Widening From North of Lovers Lane to SR-26 (US-70) (IA)	ROW Acq. complete. Construction funding in future budget.	2040 RTP ID# 1072-237		9	Yes	328	No	16
344	Maury	100312.00	SR-166	Pisgah Ridge Road (SR-166) Widening [From West of US-43 (SR-6) to US-412 (SR-99) @ Lewis County Line] (IA)	ROW Acquisition complete. Project awaiting construction funding for delivery.	2040 RTP ID# 1622-111		33	Yes	374	No	17
412	Robertson	101558.00	I-65	I-65 Weigh Station (Near the KY State Line) (IA)	ROW budgeted in FY 20 of FY 20-22 Work Program. THP Working with TDOT on needed improvements.	2040 RTP ID# 1639-124		31	Yes	415	No	18
127	Davidson-Sumner	124263.01	I-65	I-65 Widening From Near Rivergate Parkway to Near SR-41 (US-31W) (IA) (First Segment)	Project funded for PE in FY 20. Phase 2 of 4 of widening project.	2040 RTP ID# 1612-153 *added via amendment/not scored		29	Yes		No	19
128	Sumner-Robertson	124263.02	I-65	I-65 Widening [From near SR-41 (US-31W) to near SR-257 (Exit 104)] (IA) (Design Build)	Project funded for PE in FY 20. Phase 3 of 4 of widening project.	2040 RTP ID# 1652-176 *listed as SB lanes ONLY	Only includes widening of the southbound lanes. About one-half of the northbound roadway is now three lanes (truck lane) but the other half is only two lanes. A three-lane roadway should be provided for the northbound segment to avoid creating a traffic bottle neck. This is particularly of concern on the northbound (up-grade) direction.	47	Partial	262	No	20
115	Davidson	124260.01	I-24	I-24 Conceptual Study [From I-40 (Near MM 208) to Near I-440] (IA)	Engineering Study underway to define scope of work. Study anticipated to be completed Summer, 2020.	*MPO requires clarification to verify plan inclusion - it was communicated that this project evolved into the I-24 Congestion Reduction/SMART Corridor project, and the RTP was amended accordingly	*Metro Planning would also like clarification regarding this project title and scope.	41	Partial		Yes	21
	Rutherford	124683.02	I-24	I-24 Ramp Improvements at SR-102 (Almaville Rd.), Exit 70 (IA)	Project budgeted in FY 20 for PE in FY 20-22 Work Program.	Project not in 2040 RTP.		14	No		Yes	22

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	Rutherford	124683.01	I-24	I-24 Ramp Improvements at SR-266 (Sam Ridley Pkwy.), Exit 66 (IA)	Project budgeted for PE in FY 20 in FY 20-22 Work Program.	Project not in 2040 RTP.		22	No		Yes	22
	Rutherford	124683.04	I-24	I-24 Ramp Improvements at Joe B. Jackson Pkwy., Exit 84 (IA)	Project budgeted in FY 20 for PE in FY 20-22 Work Program.	Project not in 2040 RTP.		24	No		Yes	22
	Rutherford	124683.05	I-24	I-24 Ramp Improvements at Epps Mill Rd., Exit 89 (IA)	Project budgeted in FY 20 for PE in FY 20-22 Work Program.	Project not in 2040 RTP.		26	No		Yes	22
143	Davidson	123814.00	SR-24 US-70	Charlotte Pike (SR-24/US70) Widening [From American Rd. to White Bridge Rd] (IA)	Project funded FY 20 for PE in FY 20-22 Work Program	2040 RTP ID# 1612-151-1	Improvements should be coordinated with planned transit per nMotion and sidewalk infrastructure through Metro's Major and Collector Street Plan. Please consult with WeGo Public Transit, Metro Planning, and Metro Public Works before finalizing designs.	39	Yes	20	No	26
540	Wilson	124885.00	SR-171	Mt. Juliet Road (SR-171) Widening From Central Pike (SR-265) to Providence Way (IA) (Local Programs)	Project listed in FY 22 for ROW in FY 20-22 Work Program. Locals funding PE Phase.	2040 RTP ID# 1672-188	Finalizing Transportation Report; currently in NEPA phase and preliminary design	11	Yes	30	No	27
485	Sumner-Davidson	124720.00	SR-386	Vietnam Veterans (SR-386) Transit Managed Lanes & Widening From Near I-65 to Near US-31E (Phase 1) (IA)	Engineering Study underway to define scope of work. Study anticipated to be completed Summer, 2020.	2040 RTP ID# 1685-158		32	Yes	152	No	28
537	Wilson	124886.00	SR-24	Lebanon Road (SR-24) Widening From Park Glen Drive to Bender's Ferry Road (IA) (Local Programs)	Project listed in FY 22 for ROW in FY 20-22 Work Program. Locals funding PE Phase.	2040 RTP ID# 1972-357 *added from illustrative list via amendment	Approved Transportation Report; currently in NEPA phase and preliminary design	12	Yes	253	No	29
482	Sumner	106634.03	SR-109 PROP	Proposed SR-109 Portland Bypass From SR-52, west of Portland, to existing SR-109, north of Portland (IA)	Project listed in FY 21 for ROW in FY 20-22 Work Program	2040 RTP ID# 1051-222	If possible, the Construction Phase for the south leg of the SR 109 By-pass around the west side of Portland (SR 52 to SR 109 South) should be included in the TIP. Only the north segment from SR 52 to SR 109 North is included (PIN 106634.02 and 106634.03).	2	Yes	269	No	30
535	Wilson	124884.00	I-40	I-40 at Central Pike (SR-265) New Interchange (IA)	Project budgeted FY 20 for PE in FY 20-22 Work Program. Current Advertisement for Engineering services to begin engineering.	2040 RTP ID# 1073-256	TDOT managed; City previously funded \$1,000,000.00 toward NEPA	43	Yes	288	No	31
521	Williamson-Rutherford	100282.01	SR-96	SR-96 Widening From I-840 in Williamson County to Veterans Parkway (IA)	ROW funding needs to be indentified in future budget.	2040 RTP ID# 1042-231		30	Yes	361	No	32
513	Williamson	124868.00	I-65	I-65 Interchange at Moore's Lane (SR-441) Reconstruction (IA)	Project listed in FY 22 for PE in FY 20-22 Work Program	2040 RTP ID# 1064-164		18	Yes	185	Yes	33
102	Davidson	124165.00	I-24	I-24 Ramp Improvements [Exits 35, 40, 57, 59, and 60] (IA)	Project listed in FY 21 for PE in FY 20-22 Work Program	Project not in 2040 RTP.	Ramp improvements should be coordinated with Metro's Community Plans and Major and Collector Street Plan for these areas, particularly with pedestrian and bicycle infrastructure. If modifications are made to bridges or overpasses, this is an opportunity to ensure planned bike facilities and sidewalks are constructed on city streets. Please consult with Metro Planning and Metro Public Works before finalizing designs.	10	No		Yes	34

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Nashville Area MPO Subset**

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105	Davidson	124169.00	I-24	I-24 at Harding Place Interchange Re-configuration (IA)	Project budgeted for Location / Environmental Studies in FY 20 and shown in FY 22 for PE in FY 20-22 Work Program.	Project not in 2040 RTP.	Improvements should be coordinated with Metro's Antioch-Priest Lake Community Plan and Major and Collector Street Plan, particularly with pedestrian and bicycle infrastructure. Please consult with Metro Planning and Metro Public Works before finalizing designs.	17	No		Yes	34
416	Rutherford	124682.00	I-24	I-24 Interchange Improvements [Exits 74, 78, and 80] (IA)	Project listed in FY 22 for PE in FY 20-22 Work Program.	Project not in 2040 RTP.		21	No		Yes	34
408	Robertson	124678.00	I-24	I-24 Ramp Improvements [Exit 19 and 24] (IA)	Project not funded for any phase in previous work programs.	Project not in 2040 RTP.		50	No		Yes	34
527	Williamson	124870.00	SR-397	Mack Hatcher Parkway (SR-397) Widening From SR-96 East of Franklin to US-31(SR-6, Columbia Pike) South of Franklin (South Quadrant) (IA)	Project listed in FY 21 for PE in FY 20-22 Work Program	2040 RTP ID# 1062-140		6	Yes	52	No	38
146	Davidson	123815.00	SR-24 US-70	Charlotte Pike (SR-24/US70) Widening [From I-40 to American Rd] (IA)	Project listed in FY 21 for PE in FY 20-22 Work Program	2040 RTP ID# 1612-151-2	Improvements should be coordinated with planned transit per nMotion and sidewalk infrastructure through Metro's Major and Collector Street Plan. Please consult with WeGo Public Transit, Metro Planning, and Metro Public Works before finalizing designs.	7	Yes	52	No	38
138	Davidson	124781.00	SR-11 US-31A	Dickerson Pike/Main Street (SR-11/US31A) Widening [From Fannin Dr. to Old Stone Bridge Rd. to include the CSX Railroad Overpass Structure] (IA)	Project listed in FY 21 for PE in FY 20-22 Work Program	2040 RTP ID# 1018-202		8	Yes	73	No	39
413	Robertson	124681.00	SR-76	SR-76 Widening From New Hall Road to Charles Drive (IA)	Project not funded for any phase in previous work programs.	2040 RTP ID# 1632-169	#1 priority for the City of White House. Continuation of PIN# 120290.00. Needed due to increased traffic congestion and accidents, including fatalities, and improved freight truck access.	48	Yes	104	No	40
112	Davidson	124177.00	I-24	I-24 Widening [From Old Hickory Boulevard to I-65, Exit 40 through Exit 44] (IA)	Project listed in FY 22 for PE in FY 20-22 Work Program	2040 RTP ID# 1012-245	Consider recommendations from the Northwest Corridor Study as part of the design of the widening project. Please consult with RTA/WeGo and MPO before finalizing designs.	20	Yes	204	No	41
530	Wilson	121708.00	I-40	I-40 Widening From I-840 to SR-26 (US-70, Exit 239) (IA)	Project not funded for any phase in previous work programs.	2040 RTP ID# 1072-213		34	Yes	262	No	42
542	Wilson-Davidson	124887.00	SR-265	Central Pike (SR-265) Widening From SR-45 (Old Hickory Boulevard) to SR-171 (MT. Juliet Road) (IA)	Project budgeted for Location / Environmental Studies in FY 20 and shown for PE in FY 22 in FY 20-22 Work Program.	2040 RTP ID# 1682-190		15	Yes	253	No	43
121	Davidson	124211.00	I-40	I-40 Widening [From McCrory Lane (Exit 192) to Just West of SR-1/US-70S (Exit 196)] (IA)	Project budgeted for Location / Environmental Studies in FY 20 and shown for PE in FY 22 in FY 20-22 Work Program.	2040 RTP ID# 1612-152		19	Yes	378	No	44
341	Maury, Williamson	124786.00	SR-6	Columbia Pike (SR-6) Widening [from Duplex Rd. in Spring Hill to I-840 in Thompson's Station] (IA)	Project budgeted for Location / Environmental Studies in FY 20 and shown for PE in FY 22 in FY 20-22 Work Program.	PARTIAL Project Contained in 2040 RTP ID# 1662-184 (SR-6 from Buckner Rd to Miles Johnson Pkwy)		13	Partial		No	45
516	Williamson	124792.00	SR-6	Columbia Pike (SR-6) Widening From I-840 in Thompson's Station to Mack Hatcher Pkwy. in Franklin (IA)	Project budgeted for Location / Environmental Studies in FY 20 and shown for PE in FY 22 in FY 20-22 Work Program.	PARTIAL Project Contained in 2040 RTP ID# 1062-135 (SR-6 from Downs Blvd to Hillview Ln/Mack Hatcher)		25	Partial		No	45

**TENNESSEE DEPARTMENT OF TRANSPORTATION
FISCAL YEARS 2021-2023 COMPREHENSIVE MULTIMODAL PROGRAM
Nashville Area MPO Subset**

Item	County	TDOT PIN	Route	Description	TDOT Region 3 Comments	MPO Comments	Local Agency Comments	TDOT Region 3 Rankings	In 2040 RTP	2040RTP Ranking	Safety or Operational	MPO Draft Ranking
149	Davidson	123816.00	SR-24 US-70	SR-24/US-70 Widening [From Old Hickory Boulevard to I-40] (IA)	Project budgeted for Location / Environmental Studies in FY 20 and shown for PE in FY 22 in FY 20-22 Work Program.	Project not in 2040 RTP.	Coordinate sidewalk infrastructure to ensure the design will meet Metro's Major and Collector Street Plan. Please consult with Metro Planning and Metro Public Works before finalizing designs.	16	No		No	45
109	Davidson	124173.00	I-24	I-24 Downtown Loop [including south of Fern to Trinity Lane] (IA)	Project listed in FY 22 for PE in FY 20-22 Work Program	Project not in 2040 RTP.	The downtown loop is a significant barrier between surrounding Nashville neighborhoods and downtown for people walking and bicycling. Improvements to the downtown loop should incorporate appropriate pedestrian/bike infrastructure and/or spacing for future bike and pedestrian infrastructure per Metro's Major and Collector Street Plan, WalknBike Plan, and Plan to Play (Greenways). Please consult with Metro Planning, Metro Public Works, and Metro Parks before finalizing designs.	23	No		No	45
523	Williamson	124869.00	SR-100	Fairview Boulevard (SR-100) Widening From Bowie Lake Rd. to I-840 (IA)	Project not funded for any phase in previous work programs.	Project not in 2040 RTP.		35	No		No	45
477	Sumner	124723.00	SR-6	Broadway (SR-6) Widening From east Broadway to Dobbins Pike (SR-174) (IA)	Project not funded for any phase in previous work programs.	Project not in 2040 RTP.	The limits of this project need to be properly described as between College Street and Airport Road 2.25 miles). The current description indicates a 1.6 mile segment measured from the end of the current 4 lane cross-section east of College Street to presumably the intersection of East Main St. The current description (From east of Broadway to Dobbins Pike (SR 174) does not connect two points. The City will submit this segment to be included in the 2045 RTP.	46	No		No	45

Agenda Item 3b.

Endorse Memorandum of Agreement with TDOT for Various TIP Modifications

Background

TDOT and the Transportation Policy Board are in the process of updating its current Memorandum of Agreement (MOA) related to the streamlining of various actions related to changes made to the adopted Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Recommendation

Endorse MOA for consideration by the Transportation Policy Board.

**MEMORANDUM OF AGREEMENT BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION
AND
THE TRANSPORTATION POLICY BOARD OF THE NASHVILLE AREA
METROPOLITAN PLANNING ORGANIZATION
REGARDING THE DEFINITION AND NEED FOR AMENDMENTS /
ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN
THE STATE OF TENNESSEE**

INTRODUCTION:

The purpose of this Memorandum of Agreement is to establish two categories of actions to meet Federal requirements and streamline the maintenance of the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP). One category of action is a "STIP/TIP Amendment" and the other is a "STIP/TIP Administrative Modification."

DEFINING THE STIP/TIP:

As detailed in Title 23 Code of Federal Regulations (CFR) Part 450, the STIP is defined in Federal regulations as “a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.” All projects and groupings in the STIP and TIPs must list the eligible funding source(s) (e.g., FTA Section program, Surface Transportation Block Grant, etc.). Approval authority over the STIP and all STIP amendments lies with FHWA and FTA.

Per 23 CFR 450.218, the State of Tennessee STIP shall include each metropolitan TIP for each MPO in Tennessee, as approved by the associated MPO and TDOT (as delegated authority from the Governor of the State of Tennessee). Per Federal regulations, TDOT can elect to include the metropolitan TIPs in the STIP directly or by reference, with specific expectations for each option:

- Direct inclusion of the metropolitan TIP – in this situation, TDOT’s STIP, as published and approved by FHWA and FTA, will include all projects listed in the approved metropolitan TIP, regardless of project sponsor or funding source. Accordingly, FHWA and FTA will match authorization requests for all projects across the State of Tennessee to the latest approved/amended STIP.
- Inclusion of the metropolitan TIP by reference – in this situation, TDOT’s STIP, as published and approved by FHWA and FTA, will make narrative reference to the metropolitan TIPs, as approved by the MPO and TDOT. Accordingly, FHWA and FTA will match all authorization requests for projects in metropolitan areas to the latest approved/amended metropolitan TIP, and all authorization requests for projects in non-metropolitan areas will be matched to the latest approved/amended STIP.

More information on the amendment/administrative modification processes and authorization

requests is available below.

STIP/TIP AMENDMENT:

An amendment is a revision to the STIP/TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR §450.216 and §450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings) (see discussion on project cost change thresholds with Table A); or
- Adding a new project or deleting a project from the STIP/TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities (i.e. greenways, sidewalks, bike lanes, transfer stations, etc.), changing mode (e.g., rolling stock or facility type for transit, such as light rail cars instead of trolleys, vans instead of buses, etc.), changing capital category (i.e., transit funding added to a CMAQ funded project or CMAQ funding substituted for transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding (including a grouping); or
- Moving funds between a Metropolitan Planning Organization (MPO) TIP and STIP unless a written agreement exists between the MPO and the Tennessee Department of Transportation (TDOT) that such an action may be processed as an administrative modification; or
- Moving funds between an MPO's TIP and another MPO's TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative modification.

AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

The STIP/TIP may be amended at any time, but amendments require Federal approval and redetermination of STIP/TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each TIP amendment, approve its inclusion in the STIP, and submit the amendment to the appropriate Federal Agency. The Federal Agencies will independently review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;
- A copy of the original and amended TIP pages;

- Documentation supporting:
 - Fiscal constraint,
 - Interested parties' participation (i.e., public involvement, stakeholder involvement, and consultation),
 - Air quality conformity (in non-attainment and/or maintenance areas only), and
 - Required MPO certifications, including the MPO Self-Certification with a current date; and
 - The resolution adopting the amendment.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

Regardless of whether the metropolitan TIP is included directly or by reference into the STIP, both the MPO and TDOT (through authority delegated by the Governor of Tennessee) must approve any TIP amendment including State managed projects before transmittal to FHWA/FTA for inclusion in the STIP. FHWA and FTA still retain authority over the inclusion of any amendments into the STIP, whether the TIP is included directly or by reference. In both cases, TDOT shall send the above-described documentation to FHWA/FTA for review and approval of the TIP amendment, along with a current Self-Certification for the STIP.

When FHWA or FTA approves an amendment, the appropriate approving agency will send to TDOT and the MPO:

- The original amendment review request,
- The original supporting amendment documentation, and
- Letter documenting FHWA's or FTA's approval.
- For transit projects, the Multimodal office should work with the Program Development and Scheduling office to ensure that any amendments are included in the updated STIP.

Amendment documentation will conform to the correspondence standards outlined in Appendix A.

STIP/TIP ADMINISTRATIVE MODIFICATIONS:

A STIP/TIP administrative modification is a minor change from the approved STIP/TIP. Administrative modifications must be consistent with 23 CFR Part 450, but they do not require public review and comment, or a conformity determination in non-attainment or maintenance areas. STIP/TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Table A)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes or to correct minor clerical errors or discrepancies; or
- Shifting funds between projects or groupings within the STIP/TIP (i.e., funding sources

and projects already identified in the STIP/TIP) if the change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved STIP/TIP; or

- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
 - The change does not result in a cost increase greater than the amendment threshold (project cost change thresholds listed in Table A) for the total project cost of all phases shown within the approved STIP/TIP; or
- Moving project phases or funding from year to year within an approved STIP/TIP, except those that cross air quality horizon years of the project; or
- Adding any phase (if total project cost includes all phases), such as environmental or location study, preliminary engineering, right-of-way, or construction to a project in the STIP/TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved/amended STIP/TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change, or adding or removing a project(s) to or from an already established grouping; or
- Adjustments in revenue to match actual revenue receipts; or
- Adding a project with 100% state or non-federal funding for all phases that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- Adding or changing a funding source, as long as the change does not result in a cost increase greater than the amendment threshold (see Table A);

ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

Administrative modifications do not require Federal approval. Accordingly, no interested parties' participation or air quality conformity is required. TDOT and the MPOs will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with Federal regulations or with this MOA. Administrative modifications made to TDOT-sponsored projects in the TIP will be requested by TDOT through notification to the MPO upon submission of the administrative modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

The MPO will send the following documentation to TDOT for locally-sponsored projects:

- Electronic correspondence describing the action taken;
- A copy of the original and modified TIP pages.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved. Administrative modification documentation will conform to the correspondence standards outlined in Appendix A.

AUTHORIZATION:

FHWA and FTA match project authorization requests to the STIP/TIP prior to approving a request for project authorization. Therefore, all administrative modifications and amendments must be processed to completion prior to TDOT requesting federal authorization approvals. For projects in MPO areas TDOT must ensure FHWA and FTA receipt of documented notification that the respective MPO has accounted for the administrative modification unless TDOT has a formal agreement with the respective MPO stating otherwise.

In the FMIS authorization request, TDOT shall provide the most recent amendment and administrative modification numbers affecting the project in the "STIP Reference" field or in the "State Remarks" if additional space is required.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings and reductions of any amount provided project length, termini, and description remain the same), a sliding scale (see Table A) is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved STIP or STIP amendment/administrative modification to account for incremental changes.

TABLE A

Total programmed funding within the approved STIP/TIP	Amendment	Administrative Modification
Up to \$2 million	≥75%	< 75%
\$2 million to \$15 million	≥50%	< 50%
\$15 million to \$75 million	≥40%	< 40%
\$75 million and above	≥30%	< 30%

PROJECT PHASE OVERRUNS AND UNDERRUNS:

Project overruns and underruns for previously authorized phases of projects in a previous TIP will not be programmed in the current TIP. If the phase of the project is in the current TIP then the rules of this document will apply; however, if the phase of the project was authorized in a previous TIP no action will be necessary within the current TIP. If a project programmed in a grouping incurs an overrun or underrun from a previously authorized phase, no TIP action will be needed. Any request for authorization of a new

phase will need to follow the rules within this document.

- If a project is being closed out but incurs an overrun, it will not require an amendment or administrative modification.

PROJECT GROUPINGS:

The use of project groupings is permitted under 23 CFR §450.218(j) for projects located in the non-metropolitan portion of the STIP and 23 CFR §450.326(h) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR §771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity. As appropriate, in instances where it is uncertain if specific project(s) meet those conditions in air quality nonattainment or maintenance areas, the sponsoring agency, in coordination with the MPO, must consult with the appropriate Interagency Consultation group (IAC) to determine whether the specific project(s) proposed to be included with the grouping are subject to the requirements of 40 CFR 93.

The STIP/TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. The MPO will develop the grouping categories and eligible activities included within the STIP/TIP in consultation with TDOT. All TDOT-sponsored projects located within an MPO area must be included in the MPO's TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area may be grouped within the MPO's TIP or listed individually in the MPO's TIP, but may not be included in the STIP.

PROJECTS IN RURAL/URBAN AREAS AND PROJECTS IN TWO (2) OR MORE MPOs

All projects that cross the MPO boundary and include an area outside of the MPO boundary will be programmed in the TIP only.

In instances where a project is in two (2) or more MPO planning areas, the affected MPOs will consult and coordinate as to which MPO is most impacted by the project, taking into consideration project limits, air quality conformity requirements, regional significance, etc. The MPO most impacted will program the project in its TIP and include it in the demonstration of fiscal constraint. The other MPO(s) will reference the project in its TIP for informational purposes. In instances where the MPOs are unable to reach an agreement, TDOT will facilitate a consultation process with the affected MPOs, TDOT, and FHWA/FTA.

CONSULTATION PROCESS:

The MPO will consult with TDOT and the appropriate approving agency (i.e., FTA for transit projects and FHWA for highway projects) on the suitable category of action when the proposed change to the STIP/TIP does not clearly fall into the category of a "STIP/TIP Amendment" or a

"STIP/TIP Administrative Modification" or the proposed change involves extenuating circumstances. Consultations will suspend the formal 10 business day review period for "STIP/TIP Amendments" until a resolution is established. The MPO also will consult with the appropriate approving agency prior to adding new non-formula or specialized federal funds (such as BUILD program funds) to a project to determine if the addition of the funds would warrant an amendment.

PROCESS REVIEW:

The MPO and TDOT will review this agreement in conjunction with each Statewide Planning Finding or when STIP/TIP management procedures are substantively changed (e.g., implementation of an electronic STIP/TIP). The focus of the review is to verify the appropriate use of the agreed-to amendment and administrative modification processes and consistency with Federal regulations.

We, the undersigned, approve this Memorandum of Agreement. This Agreement will become effective upon approval of signature by all parties, and will remain in effect as long as each agency agrees to and abides by the conditions set forth in this document. This Agreement may be amended at any time, but revisions will require signature by all parties. Any signatory to this Agreement may propose amendment to the agreement at any time.

All prior agreements and correspondence related to the definition and need for amendments or administrative modifications to STIP/TIPs are voided with the execution of this agreement.

SIGNATURES:

Chairperson
Transportation Policy Board of the Nashville Area MPO

Date

Commissioner
Tennessee Department of Transportation

Date

APPENDIX A: CORRESPONDENCE STANDARDS

All amendment and administrative modification correspondence will be submitted to TDOT's Program Development and Scheduling Office. The MPO will submit the correspondence and documentation to STIP.Requests@tn.gov and the Program Monitor in the Program Development and Scheduling Office responsible for the TDOT Region in which the MPO is located.

Amendment Documentation:

Amendment documentation will be grouped in a single electronic document with the naming convention, "Amendment [X] ([Project#])", where [X] identifies the amendment's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being amended.

Email correspondence will use the naming convention, "Amendment [X], [Organization]" in the subject line where [X] identifies the amendment's sequential identifier and [Organization] represents name of the organization (MPO) submitting the amendment. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: amendment number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

Modification Documentation:

Modification documentation will be grouped in a single electronic file and use the naming convention, "Modification [X] ([Project#])", where [X] identifies the administrative modification's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being modified.

Email correspondence will use the naming convention, "Modification [X], [Organization]" in the subject line where [X] identifies the administrative modification's sequential identifier and [Organization] represents name of the organization (MPO) submitting the administrative modification. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: modification number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

Agenda Item 4a.

Update on Safety Performance Measure Target Setting

Background

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.

The Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set performance targets for the following measures.

- 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

The Transportation Policy Board (TPB) adopted the current MPO-level performance targets in January 2019 and is scheduled to update those targets in February 2020. In doing so, the TPB may:

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

Recommendation

For information purposes.



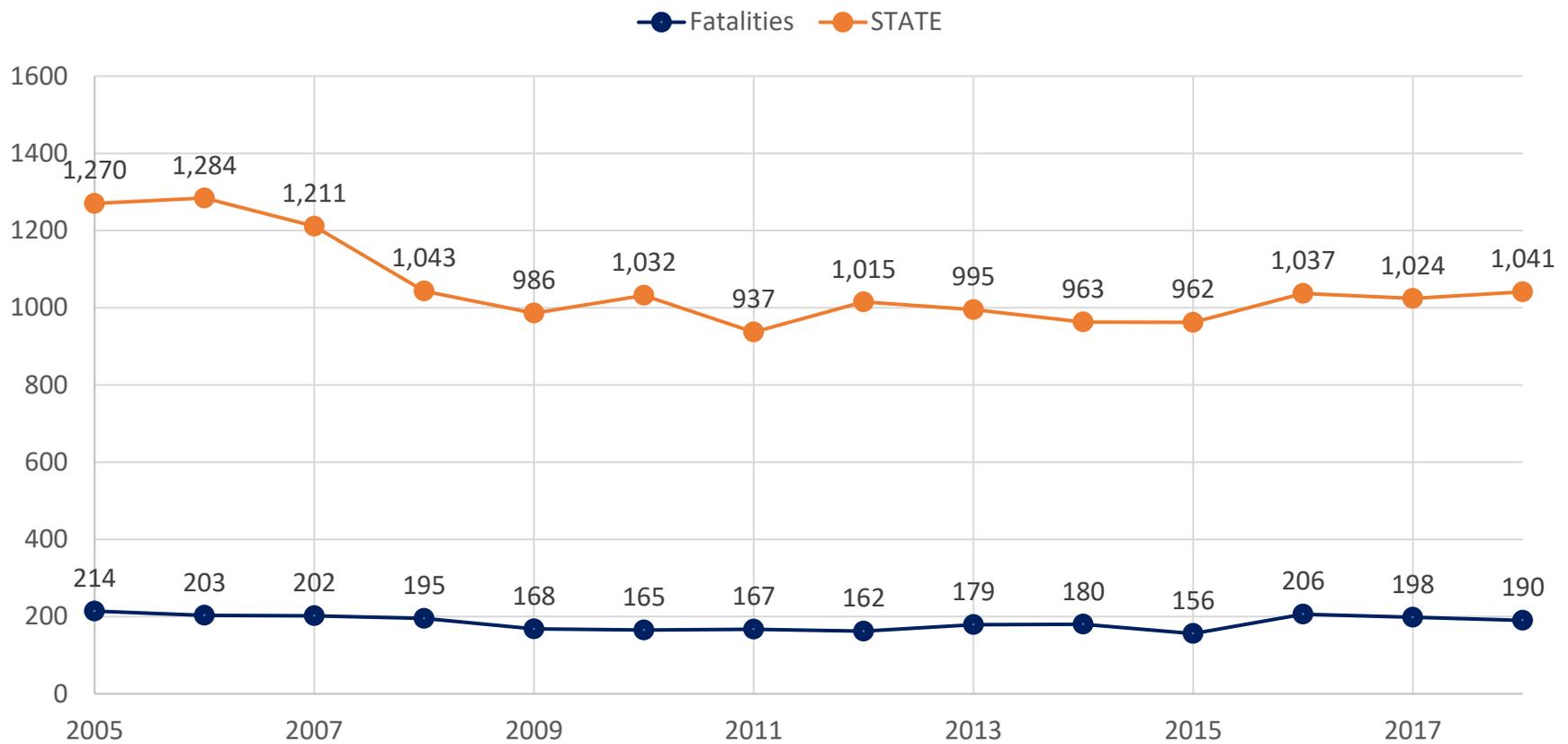
Safety Performance Measure Target Annual Update

Sean Pfalzer Transportation Planning Manager

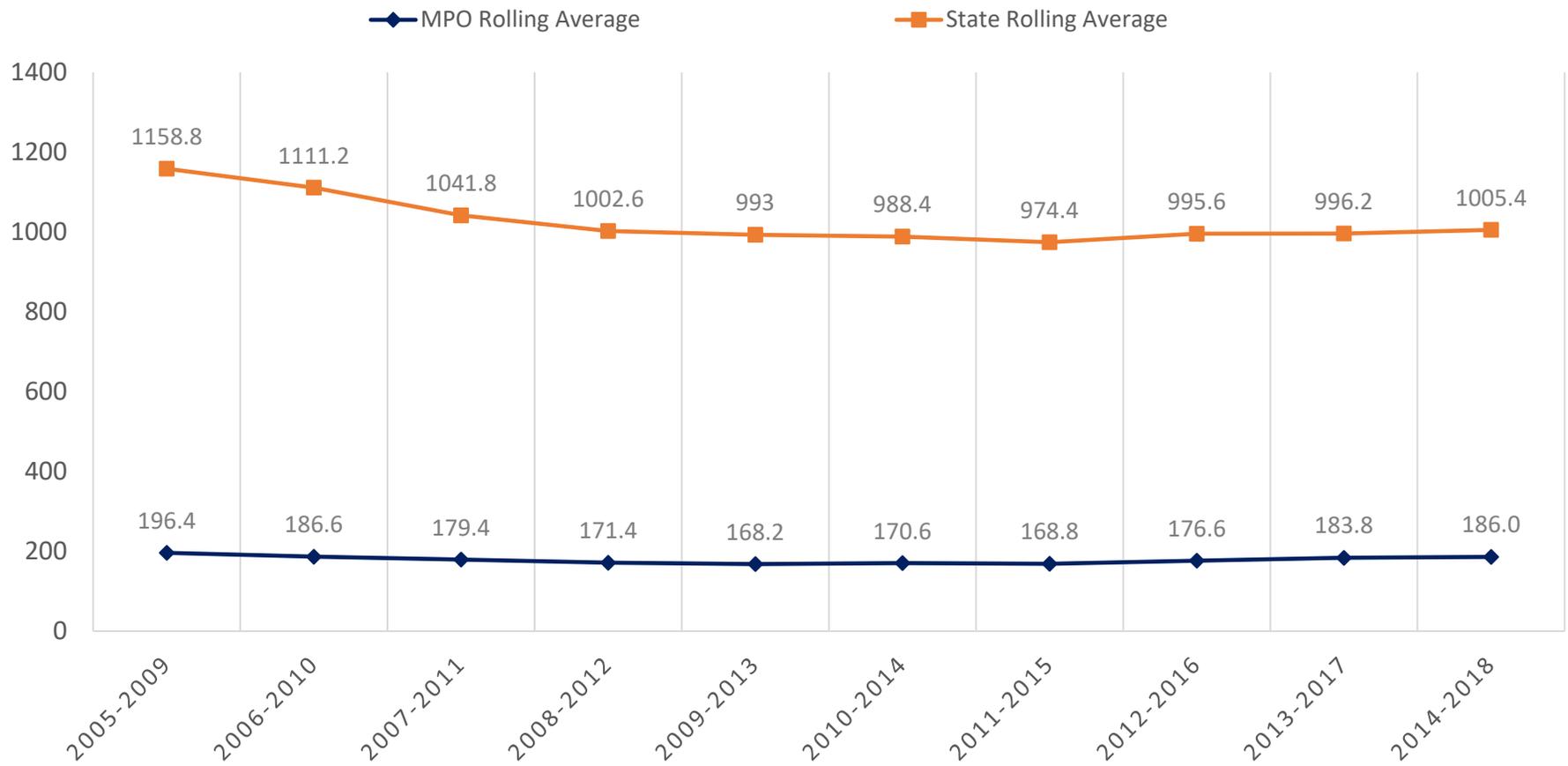
Updated Statewide Safety PM Targets

Measures	Baseline	Target	Baseline	Target
	2013-2017	2015-2019	2014-2018	2016-2020
Number of Fatalities	996.2	1,022.0	↑ 1,005.4	↑ 1,043.4
Fatality Rate	1.319	1.291	↓ 1.282	↓ 1.256
Number of Serious Injuries	7,227.0	7,374.6	↓ 6,988.4	↓ 6,352.4
Serious Injury Rate	9.544	9.324	↓ 8.948	↓ 7.690
Number of Non-motorized Fatalities and Serious Injuries	467.4	546.8	↑ 498.0	↓ 527.2

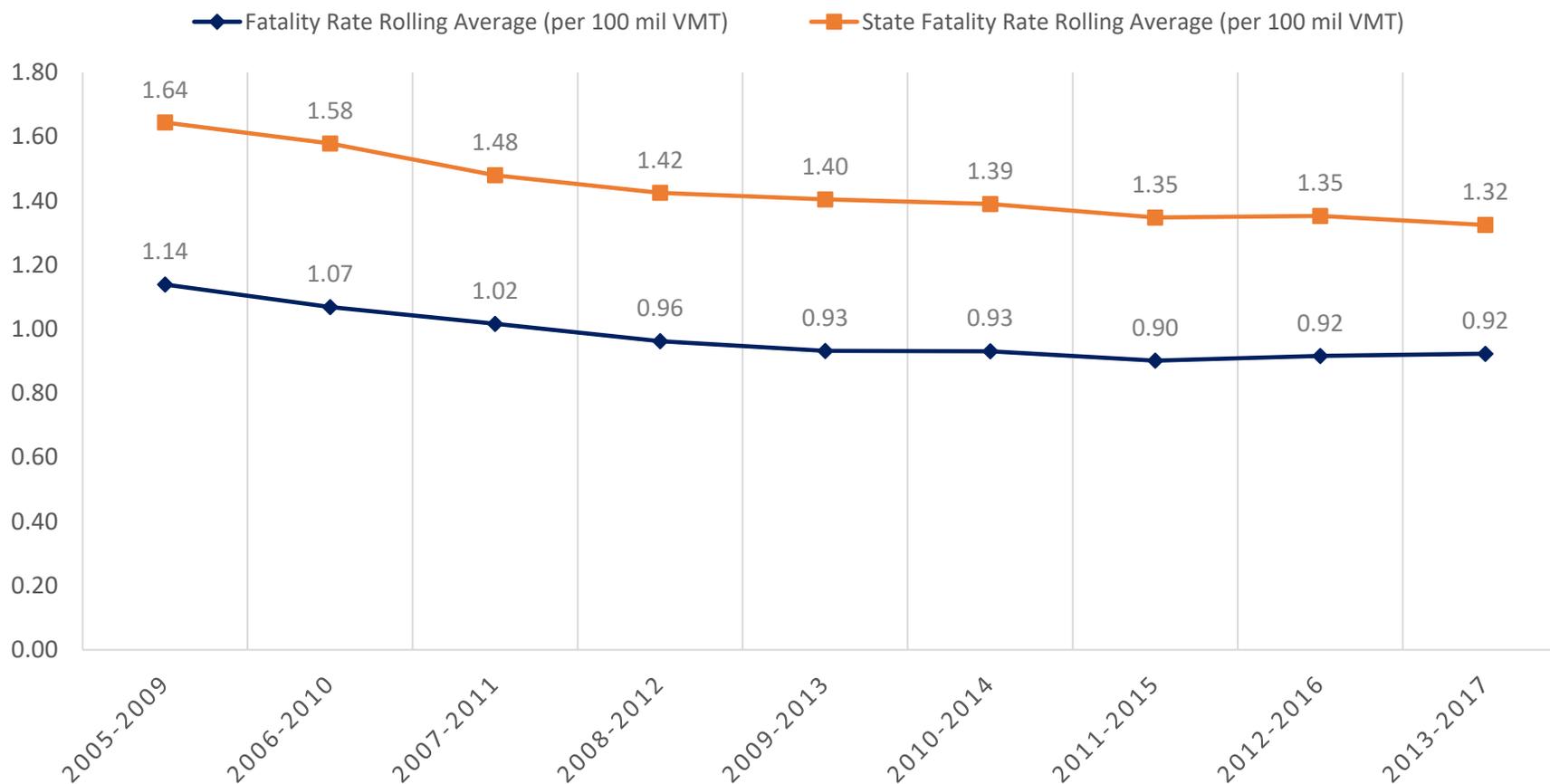
Fatalities – Annual Totals



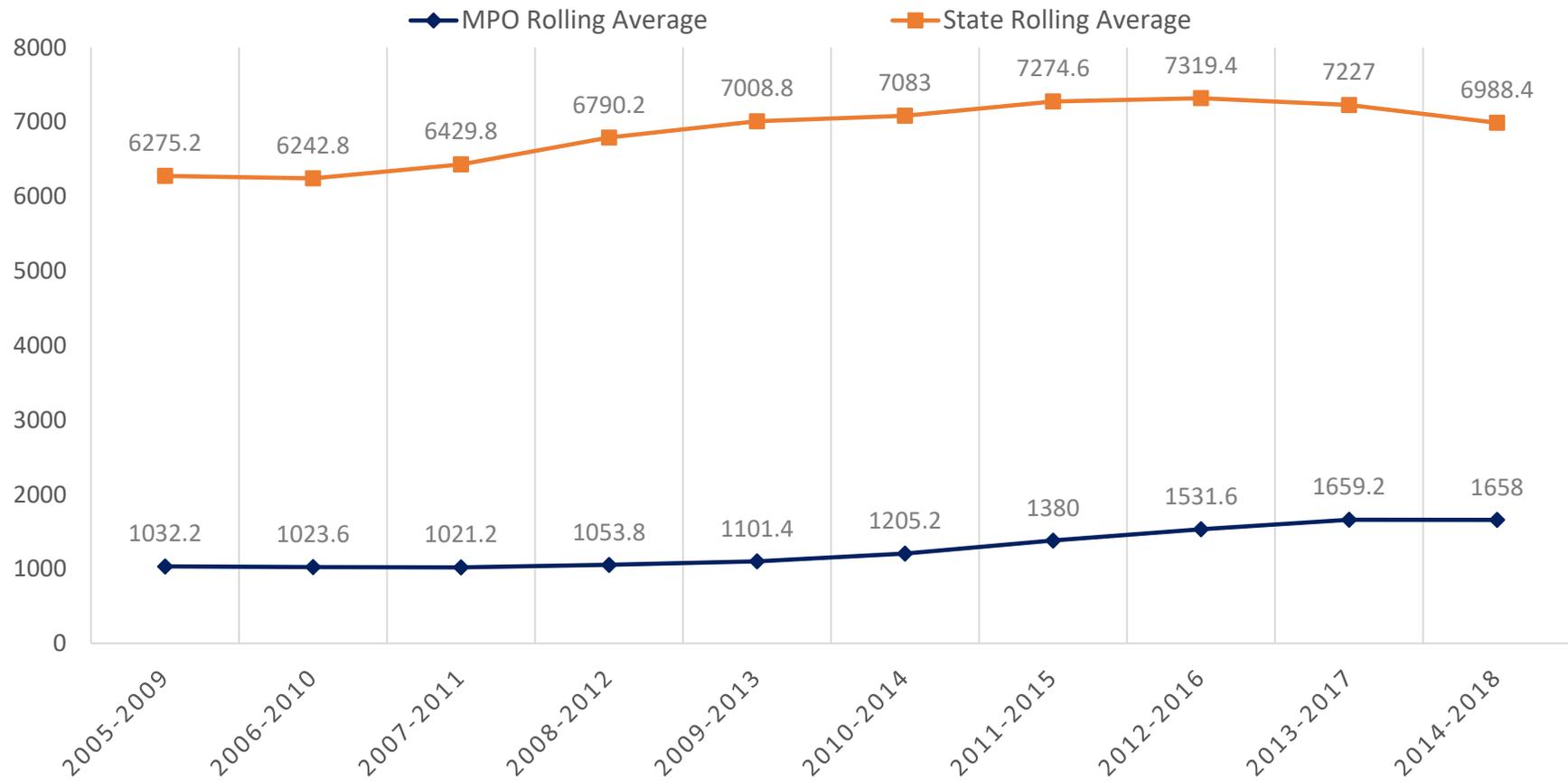
Fatalities – 5-year Rolling Average



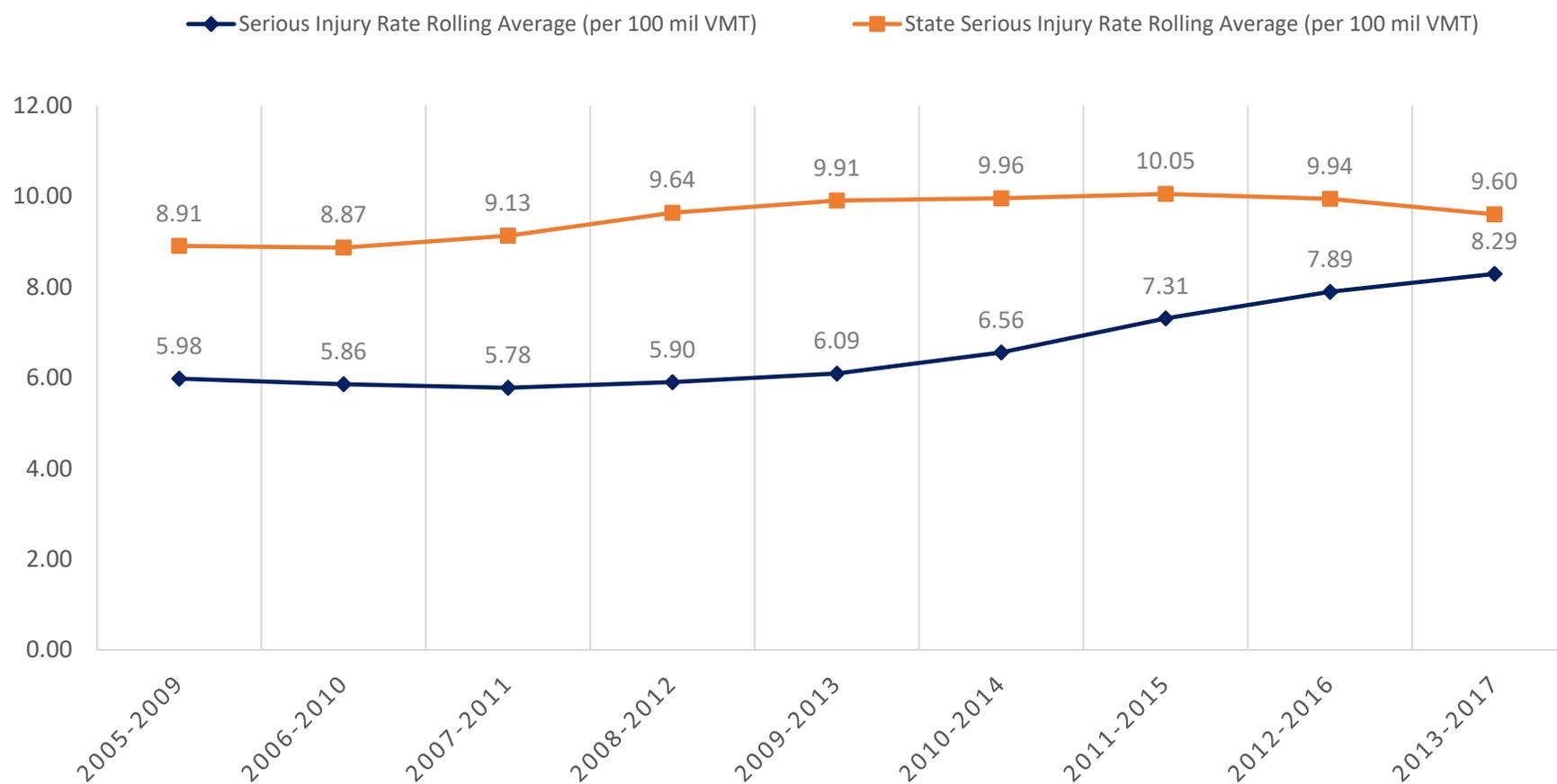
Fatality Rate – 5-year Rolling Average



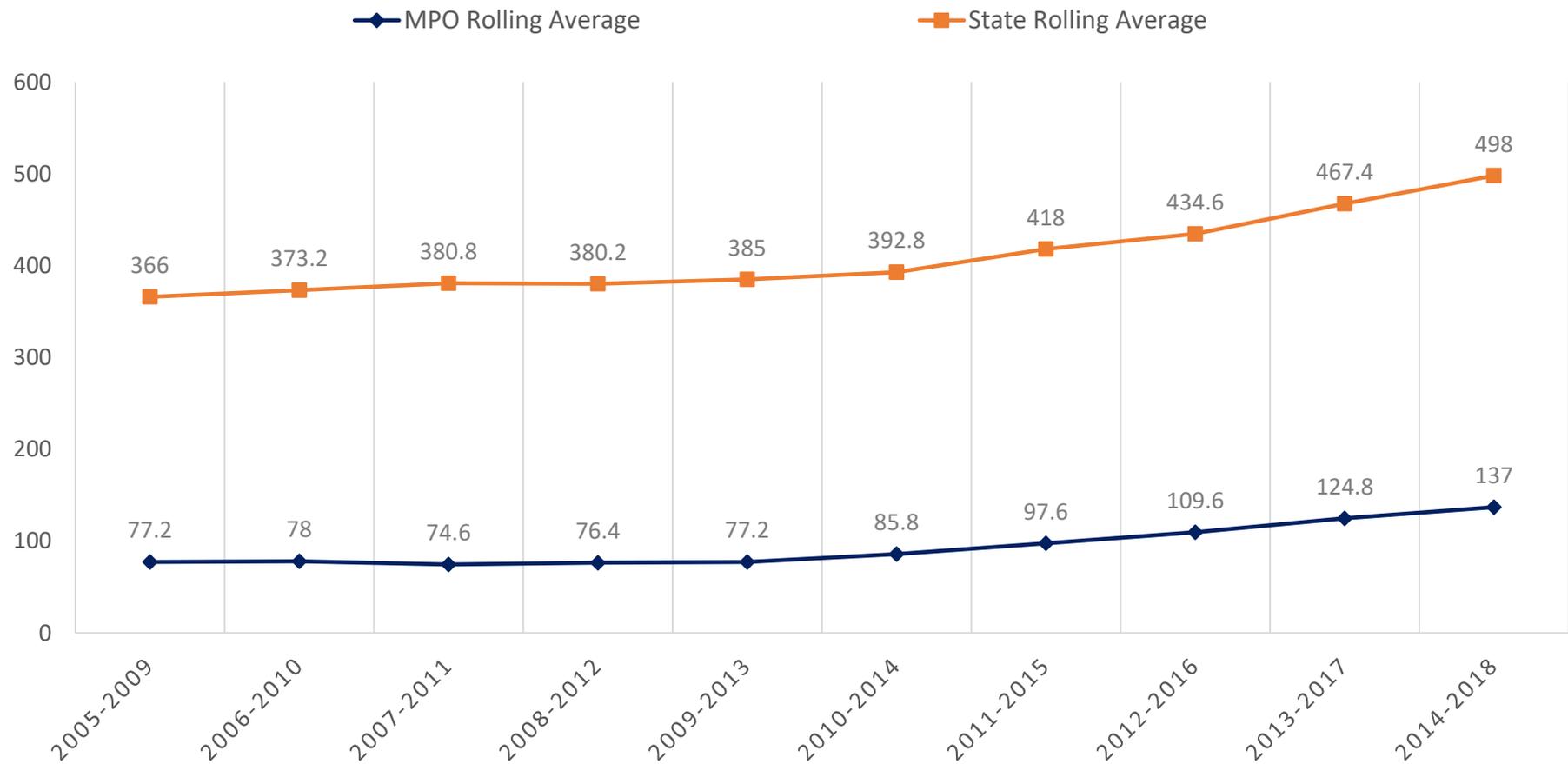
Serious Injuries – 5-year Rolling Average



Serious Injury Rate – 5-year Rolling Average



Non-motorized Fatalities and Serious Injuries – 5-year Rolling Average



Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities

1043.4

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

The number of traffic fatalities in Tennessee has been over 1,000 since 2016 with current YTD fatalities as of May 1, 2019 showing an increase of 22 fatalities over the same date in 2018. This may be due to factors such as the continued rise in Tennessee's population. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these 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 results. One year of low fatalities (962 in 2015) will drop from the target period but will remain in the baseline period, keeping the baseline lower than the projected moving average. As previously stated, the number of fatalities has been over 1,000 during each of the 3 years of available data included in this target setting cycle (2016-2018). Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Tennessee Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Leadership approved a target of 1043.4 for the 2016-2020 target setting performance cycle. This target assumes that the number of fatalities for 2019 and 2020 will increase by 1% each year. This coincides with the population increase Tennessee has experienced in 2018 as well as the identified increase in VMT expected over the next two years. Additional factors provided by the Tennessee Department of Safety and Homeland Security and which may contribute to fatality numbers in Tennessee include geography, tourism, and freight. Tennessee is bordered by 8 other states and has 42 of 95

counties bordering another state. This may draw non-residents from out of state which could contribute to volume and safety due to varying laws and traffic operations between states. Tourism is Tennessee's 2nd largest industry. Special events such as the NFL draft, Bonnaroo Music Festival, Bristol races, and Memphis in May Barbecue Festival contribute to the number of tourists visiting the state. According to Tennessee Department of Tourism Development, there were a recorded 113.6 Million person stays in 2017. 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.

Number of Serious Injuries 6352.4

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

A large decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report 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. Though Tennessee has been experiencing a decrease in serious injuries over the past couple of years, the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement. Tennessee continues to experience an increase to population. It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. As VMT increases, the opportunity for vehicle crashes to occur also rises. The number of work zones is expected to remain high due to a state funding increase (IMPROVE Act) which occurred in 2017 and which also requires TDOT to complete 962 projects over an unspecified period of time. Some of these 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 results. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Additionally, Tennessee's Calendar Year 2018 seatbelt usage rate (90.9%) was higher than the national average (89.6%). This marks the first year Tennessee's usage rate surpassed 90 percent. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. The working group has selected a target of 6,352.4 for the 2016-2020 target setting performance cycle. This target assumes

that the number of serious injuries for 2019 and 2020 will decrease by 1.1% each year. This percentage represents the average rate of change in serious injury numbers from 2013-2017. Calendar year 2018 was not included in the average rate of change since it was unclear if this large decrease was due primarily to the terminology change or other factors. It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce serious injuries on our roadways. As such, these targets are performance projections based on historical data and influencing factors.

Fatality Rate

1.256

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

It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT's Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon the increase in population and Tennessee's healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase were agreed upon, the rate was then calculated using the 1,043.4 fatality number target to obtain the 1.256 target for the 2016-2020 target setting performance cycle. 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.

Serious Injury Rate

7.690

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

It is estimated that population grew by 0.91% in the Volunteer State from 2017 to 2018. While this is a slight decrease from the population growth Tennessee experienced from 2016-2017 (0.96%), Tennessee's growing economy, popularity as a tourist destination, and low fuel prices make it likely that vehicle miles traveled (VMT) will continue to increase. Targets were set by consensus among working

group participants which consisted of members of the Tennessee Highway Safety Office (THSO), Tennessee Department of Safety and Homeland Security (TDOSHS), Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) were used for calendar years 2017 and prior. TDOT's Long Range Planning Division estimates calendar year 2018 VMT at 84,761 million miles. This estimate represents the VMT amount TDOT intends to submit to the Highway Performance and Monitoring System as of May 2, 2019. (Note: Additional information regarding VMT has caused an update to the amount used to identify baselines and targets. Because it is anticipated that these numbers will continue to change until TDOT is evaluated by FHWA, no updates have been made to the agreed upon 2014-2018 baseline or 2016-2020 target.) Based upon the increase in population and Tennessee's healthy economy, the team determined a 1% increase in VMT during 2019 and again in 2020 would be the minimum likely increase. Once the VMT estimate for calendar year 2018 and percentage of VMT increase was agreed upon, the rate was then calculated using the 6352.4 serious injury number target to obtain the 7.690 target for the 2016-2020 target setting performance cycle. 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.

**Total Number of Non-Motorized
Fatalities and Serious Injuries** 527.2

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

The number of non-motorist serious injuries and fatalities is the fastest increasing trend of all safety performance measures with an average rate of change at 8.3% from year to year over the past 5 years (2014-2018). In addition to the almost 1% population increase Tennessee experienced in 2018, there also appears to be increased use of personal mobility options such as e-scooters and bike share. Three more companies are scheduled to begin providing dockless bicycles in Tennessee's capital, Nashville, this year. Meanwhile, the Tennessee General Assembly recently passed legislation which establishes requirements for the operation of electric scooters similar to those in place for bicycles. TDOT has awarded 16 Multimodal Access Grants, most of which will cover sidewalk and pedestrian improvements, for FY2019. While it is expected that projects resulting from the Multimodal Access Grants and Pedestrian Road Safety Initiative will be completed by the end of the target setting cycle, TDOT is still projecting that non-motorist serious injuries and fatalities will continue to rise. As of May 1, 2019, Year to Date (YTD) information shows an increase of 9 non-motorized fatalities against the same date in 2018. Work to increase traffic safety in Tennessee is ongoing. In addition to implementing the Highway Safety Manual, utilizing predictive analysis to provide further enforcement at high crash locations, and providing various training programs, a bill banning handheld cell phones or standalone electronic devices took effect on July 1, 2019. This bill also requires the Department of Safety and Homeland Security (TDOSHS) to include distracted driving as part of the information presented in driver education training. Targets were set by consensus among working group participants which consisted of members of the Tennessee

Highway Safety Office (THSO), TDOSHS, Tennessee Division Office of FHWA, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, Chattanooga – Hamilton Regional Planning Agency, and the Memphis Metropolitan Planning Organization was included in the target decision making process. The other 7 MPO's were invited to the process of determining the targets. The working group has selected a target of 527.2 for the 2016-2020 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2019 will increase by approximately* 5.5% each year. This percentage represents the average rate of change in the 5-year moving average non-motorized serious injury and fatalities from 2014-2018. After this target was identified, it was noted that 10% of CY 2018 pedestrian fatalities occurred on Tennessee interstates. This may be an area to consider for further investigation. 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 our roadways. As such, these targets are performance projections based on historical data and influencing factors. * The original 5.5% projection would indicate partial serious injuries and fatalities year over year. Adjustments have been made to account for this. This adjustment means the projected 2019 target is a 5.6% increase over calendar year 2018.

Agenda Item 4b.

Asset Management Analysis & Forecasts

Background

GNRC has contracted with Cambridge Systematics to update its regional analysis of road, bridge, and transit asset conditions and to produce forecasts for the future costs of maintenance over the life of the 25-year regional transportation plan. The effort will produce estimates of funding needs to maintain the transportation system. Additional information will be presented at the meeting.

Recommendation

For information purposes.