



REGULAR MEETING AGENDA (ONLINE)

- 1. Call to Order and Approval of Previous Meeting Minutes (A)** **Mary Esther Reed**
Chair, Transp. Policy Board
- 2. Public Comment**
- 3. Action Items:**
 - a. PUBLIC HEARING: Resolution TPB-2021-01 Approving Major Update to the Regional Transportation Plan for 2021-45 (A)** **Sean Pfalzer**
Staff will present highlights of the plan and a summary of comments received during the formal public review period.
Transportation Planning Manager and MPO Coordinator
 - b. Resolutions TPB-2021-02, 03, and 04 Updating Regional Performance Targets in Accordance with Federal Law (A)** **Sean Pfalzer**
Staff will present recommended targets for federally required performance measures for roadway safety, infrastructure condition, and system reliability.
- 4. Informational Items:**
 - a. Proposed Amendments to the FYs 2020-23 Transportation Improvement Program (TIP) (A)** **Anna Emerson**
Staff will present proposed amendments to the TIP in conjunction with Amendment Cycle B. Amendments will be posted for public review and comment prior to a March 17 adoption hearing.
Principal Planner and TIP Coordinator
 - b. Nomination Committee for 2021 Officers** **Mary Esther Reed**
The Chair will appoint a nominating committee to recommend a slate of candidates for chair and vice chair for the 2021 calendar year. Elections are set for March.
- 5. Regular Reports:**
 - a. FHWA and FTA Report** **FHWA Representative**
 - b. TN Dept of Transportation Report** **TDOT Representative**
 - c. Transportation Policy Board Chair's Report** **Mary Esther Reed**
 - d. GNRC Staff Report** **Sean Pfalzer**

(A) Indicates an attachment is available in the packet

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6. Other Business

7. Adjourn for GNRC Executive Board Meeting (11:30 a.m.)

Agenda Item 1.

Prior Meeting Minutes

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes.

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
January 20, 2021

Attendees: Mayor Rogers Anderson, Mayor Rick Bell, Mr. Kevin Blackburn (for Mayor Debby Rainey), Mr. Steve Bland, Mayor Paige Brown, Mayor Mike Callis, Mayor Jamie Clary, Mr. Tim Ellis (for Mayor Rusty Tinnin), Mayor Rick Graham, Mr. Mike Harris (for Mayor Rhea Little), Mr. Gerald Herman (for Mayor Michael Arnold), Mayor Anthony Holt, Mayor Randall Hutto, Mr. Jim Kerr (for Mayor Shane McFarland), Mayor Bill Ketron, Ms. Pam Kordenbrock, Mr. Victor Lay (for Mayor Derek Adams), Mayor James Maness, Mr. Matt Meservy (for Gov Bill Lee), Mayor Ken Moore, Mayor Mary Esther Reed, Mayor Billy Vogle, Mr. Matt Von Lunen

Mayor Mary Esther Reed, Chair, opened the meeting at 10:15 a.m. The meeting was a virtual meeting via Microsoft Teams.

Approval of the 12/16/20 Meeting Minutes

Mayor Billy Vogle moved to approve the December 16, 2020 meeting minutes. Mayor Ken Moore seconded. The motion was unanimously approved.

Public Comment

There was no public comment.

Presentation of the Draft 2045 RTP

Mr. Sean Pfalzer, Transportation Planning Manager, said that the draft 2045 Regional Transportation Plan (RTP) is out for the required 30-day public review and comment period. To access the draft plan, visit <https://www.gnrc.org/194/Regional-Transportation-Plan>

He provided a recap of the requirements, financial planning assumptions, and milestones of the draft Plan. He summarized the investments through 2045 by needs addressed, project category, and county. He noted key takeaways that included that the region is extremely dependent on federal grant programs, buying power continues to dwindle as project costs increase, and the Plan is heavily committed to IMPROVE Act projects and local projects in the TIP. He also summarized how GNRC responded to TDOT, FHWA, and FTA comments from the state and federal compliance review. He identified the remaining steps on the schedule prior to its expected adoption by the Transportation Policy Board at the February 17, 2021 meeting.

Ms. Pam Kordenbrock said that FHWA has not yet received responses to the comments sent to the staff in December and expressed concern that the draft document is already out for public review and comment prior to FHWA's reviewing the responses. Mr. Pfalzer said that staff addressed comments into the draft document out for public review and comment, but we will send them to FHWA. Ms. Kordenbrock asked if the document was fiscally constrained. Mr. Pfalzer confirmed that it was, and noted that staff made adjustments to project costs, funding timeline, and funding source to meet fiscal constraint.

Mayor Ken Moore thanked Mayor Reed for her leadership in getting the draft document to this point and the staff for their hard work. He said that after going through the plan he wondered if the cost increases in projects (noted on slide 28) are greater than the inflationary factor of 4% annually. Mr. Michael Skipper, GNRC Executive Director, said that the Plan assumes an inflationary factor of 4% per year, however it can fluctuate over time and vary by project. He noted that a key factor driving project cost increases for our fast-growing region has been escalating right-of-way costs.

Mr. Preston Elliott, TDOT, thanked the staff for their hard work. He also thanked the members for working with the staff throughout this Plan process. He said that the plan reflects a good analysis and investments align with identified needs. He noted that this is the region's first plan post-IMPROVE Act and TDOT will continue to work closely with staff to accurately reflect additional state revenues over the life of the plan.

Mayor Reed agreed that ongoing discussions on IMPROVE Act revenue and projects are necessary. She said that if anyone has any questions or comments, to contact the staff.

Mayor Reed reminded the members that for the February 17th meeting it is very important to have a quorum for the adoption and said that if they cannot attend to make sure their alternate is in attendance.

Update to Performance Measures Targets

Mr. Pfalzer said that the national safety goal to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, and the MPO is responsible for setting safety targets annually to make progress toward that goal as part of its performance-based planning. He said that the MPO has adopted TDOT's targets in the past, but there is consensus to develop regional targets as part of the update to the Regional Transportation Plan that will guide subsequent updates each year.

Ms. Ashleigh Reeves, Senior Research Analyst, reminded members of the scenarios considered for regional safety targets for traffic fatalities, and presented similar scenarios for serious injuries and non-motorized fatalities and serious injuries.

Based on the scenarios presented by Ms. Reeves, Mr. Pfalzer said that the staff recommends a 1% annual reduction in the safety performance measure targets over the life of the Plan.

Mr. Pfalzer also presented updated statewide targets for infrastructure condition (bridges and pavement) and system performance (travel time reliability). Mr. Pfalzer said that the staff recommends supporting the state targets for infrastructure condition and system performance measures.

Regular Reports

a) FHWA/FTA

Ms. Pam Kordenbrock said that Mr. Pete Buttigieg has been nominated as the new Secretary of Transportation for the U.S. Department of Transportation.

She said that the FY 2021 Appropriations Bill has been passed that runs through September 30, 2021. The Bill includes a COVID-19 relief package and FHWA is in the process of determining how the money will be distributed and what the requirements will be.

Ms. Kordenbrock congratulated Metro-Nashville for being awarded a \$1.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant to improve transit management along the Charlotte Avenue corridor.

b) TDOT Report

Mr. Matt Meservy said that the Urban Transportation Planning Grant is in the evaluation stage and expected to be finished by January 31. Award recipients will be announced on February 5. He noted that there were 22 applications and TDOT anticipates awarding one project per MPO area.

c) Chair's Report

Mayor Reed said that she was proud of how everyone has worked through the pandemic. She thanked everyone, especially the staff, for their efforts on the Regional Transportation Plan.

She reminded the members that there will not be a GNRC Executive Board meeting today.

d) Staff Report

Mr. Pfalzer introduced Ms. Jessica Hill as the new Community and Regional Planning Director. Prior to joining GNRC, Jessica worked at the Centralina Regional Council in Charlotte, North Carolina, and she brings experience in land use and transportation planning at the regional and local level. Her new email address is jhill@gnrc.org

Ms. Anna Emerson, Principal Planner, said that the latest federal COVID-19 Relief Bill allocates \$9.8 Billion nationwide and \$211 million to Tennessee. Of the state allocation, Tennessee MPOs with populations over 200,000 are estimated to receive a suballocation of \$51.2 million, with \$18.2 million of that suballocated to the Nashville area. The funds do not require local or state match, and must be obligated by September 30, 2024.

Ms. Emerson briefly went over the 2021 TIP Amendment schedule. For more information <https://www.gnrc.org/DocumentCenter/View/1802/2021-TIP-Amend-Cycle-Schedule>

Mayor Reed welcomed Ms. Hill.

With no further business, the meeting was adjourned at 11:13 a.m.

Date: _____

The Honorable Mary Esther Reed
Chair, Transportation Policy Board

Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Policy Board

Agenda Item 3a.

Resolution TPB-2021-01 Approving a Major Update to the Regional Transportation Plan, 2021-2045

Background

Staff will provide an overview of the Regional Transportation Plan that has undergone state and federal compliance review by the TN Dept of Transportation (TDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), and is currently out for public review and comment. The Plan is scheduled for adoption in February.

The document and interactive map of proposed projects is available online at:
<https://www.gnrc.org/RTP>

Schedule

- January 6 – Presentation to the TCC
- January 20 – Presentation to the Transportation Policy Board
- January 15-February 17 – Public Review and Comment Period
- February 3 – Presentation of Final Draft to TCC
- **February 17 – Public Hearing; Adoption by the Transportation Policy Board**

Recommendation

PUBLIC HEARING; Adopt Resolution TPB-2021-01 Approving a Major Update to the Regional Transportation Plan for 2021-2045.

RESOLUTION TPB-2021-01

A RESOLUTION ADOPTING A MAJOR UPDATE TO THE REGIONAL TRANSPORTATION PLAN TO IDENTIFY GOALS, OBJECTIVES, STRATEGIES, AND FUNDING PRIORITIES FOR YEARS 2021 THROUGH 2045

WHEREAS, the Greater Nashville Regional Council (GNRC) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process on behalf of the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization which represents a planning area that includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act), passed by the United States Congress and signed into law by the President in 2015, requires that each metropolitan area adopt a regional transportation plan to help guide federal investments in transportation infrastructure across the metropolitan area; and

WHEREAS, the Transportation Policy Board is designated by the U.S. DOT in partnership with the Tennessee Governor and empowered by federal law to adopt transportation plans and programs on behalf of the state and jurisdictions across the metropolitan planning; and

WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the metropolitan area have cooperatively developed a regional plan to identify necessary improvements to maintain the condition and performance of the transportation system and to prioritize those improvements for federal transportation funding; and

WHEREAS, the plan has been developed using guidance from the Federal Highway Administration and the Federal Transit Administration in order to meet the requirements outlined in Title 23, Part 450 of the U.S. Code of Federal Regulations; and

WHEREAS, the plan is consistent with state and local transportation plans and programs and has been determined to be in conformity with the Clean Air Act Amendments of 1990; and

WHEREAS, the Transportation Policy Board has involved the public and interested stakeholders in an open and transparent process which included opportunities for participation through local comprehensive planning efforts, regional and state transportation planning studies, and social media channels; and

WHEREAS, the GNRC has published the plan for public review and comment for a period of no less than 30 days in a manner consistent with the adopted Public Participation Plan.

NOW, THEREFORE, BE IT RESOLVED that the major update to the Regional Transportation Plan is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of Middle Tennessee, and to serve as the basis for transportation planning and programming decisions for the region as a whole.

Adopted this 17th day of February 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Mary Esther Reed,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator

Agenda Item 3b.

Resolutions TPB-2021-02, TPB-2021-03, and TPB-2021-04 Updating Federal Performance Measure Targets

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 that require State DOTs and metropolitan set targets for safety performance measures on all public roads to support the Highway Safety Improvement Program (HSIP), pavement and bridge condition performance measures, and system performance measures on the NHS to carry out the National Highway Performance Program (NHPP).

Staff will summarize updates to performance measure targets for roadway safety, infrastructure condition, and system performance, along with recommendation for setting regional targets and/or supporting statewide targets set by TDOT.

Recommendation

Adopt Resolutions TPB-2021-02, TPB-2021-03, TPB-2021-04 approving targets for roadway safety, infrastructure condition, and system reliability.

RESOLUTION TPB-2021-02

A RESOLUTION ADOPTING REGIONAL SAFETY PERFORMANCE MEASURE TARGETS FOR 2021

WHEREAS, the Greater Nashville Regional Council (GNRC) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process on behalf of the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization which represents a planning area that includes 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) which mandated, and in 2015 reasserted in the Fixing America’s Surface Transportation (FAST) Act the establishment and use of a performance and outcome-based program for transportation decisions; and

WHEREAS, the FAST Act includes seven national performance areas including Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduce Project Delivery Delays; and

WHEREAS, the national goal for safety is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

WHEREAS, the Regional Transportation Plan adopted by the Transportation Policy Board has established a goal to reduce regional traffic fatalities and serious injuries by at least one percent per year through 2045; and

WHEREAS, annually, before the end of February, the Transportation Policy Board must set its safety performance targets for the upcoming year; and

NOW, THEREFORE, BE IT RESOLVED that the safety targets depicted in “Exhibit 2021-02-A,” which have been developed to advance the goals of the Regional Transportation Plan and to satisfy the aforementioned federal requirements for performance-based planning, are hereby approved, and be it further resolved that GNRC agrees to plan and program projects accordingly.

Adopted this 17th day of February 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Mary Esther Reed,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator

Exhibit 2021-02-A to Resolution TPB-2021-02

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

The Nashville Area MPO may:

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

PERFORMANCE MEASURES	REGIONAL BASELINE	REGIONAL TARGET	REGIONAL GOAL
	2015-2019	2017-2021	2045
Number of Fatalities	196.6	201.7	152
Fatality Rate (per 100 Million VMT)	0.92	0.91	0.53
Number of Serious Injuries	1,349.8	1,237.4	1,039
Serious Injury Rate (per 100 Million VMT)	6.40	5.58	3.65
Number of Non-motorized Fatalities and Serious Injuries	178.6	177.6	138

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

RESOLUTION TPB-2021-03

A RESOLUTION SUPPORTING THE STATE OF TENNESSEE 4-YEAR INFRASTRUCTURE CONDITION PERFORMANCE TARGETS

WHEREAS, the Greater Nashville Regional Council (GNRC) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process on behalf of the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization which represents a planning area that includes 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) which mandated, and in 2015 reasserted in the Fixing America's Surface Transportation (FAST) Act the establishment and use of a performance and outcome-based program for transportation decisions, and

WHEREAS, the FAST Act includes seven national performance areas including Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, Reduce Project Delivery Delays; and

WHEREAS, the Infrastructure Condition Performance Measures regulations described in 23 CFR Part 490 require the Tennessee Department of Transportation (TDOT) to set statewide targets for performance of the NHS in coordination with metropolitan areas; and

WHEREAS, the Transportation Policy Board has 180 days following the establishment and reporting of the Tennessee statewide targets to make a decision regarding whether to support the state's target or to establish one for the metropolitan area; and

WHEREAS, the highway condition performance targets include measures related to NHS bridges conditions, Interstate pavement conditions, and non-Interstate NHS pavement conditions, as described in "Exhibit 2021-03-A."

NOW, THEREFORE, BE IT RESOLVED that the region supports the state's 4-year infrastructure condition targets for each of the aforementioned measures and agrees to plan and program projects accordingly.

Adopted this 17th day of February 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Mary Esther Reed,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator

Exhibit 2021-03-A to Resolution TPB-2021-03

Infrastructure Condition 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

Pavement and bridge condition performance measures require States and metropolitan areas assess the following on the NHS to carry out the National Highway Performance Program (NHPP):

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-Interstate NHS Pavement in Good Condition
- Percent of Non-Interstate NHS Pavement in Poor Condition
- Percent of NHS Bridge by Deck Area in Good Condition
- Percent of NHS Bridges by Deck Area in Poor Condition

The Nashville Area MPO may:

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

PERFORMANCE MEASURES	STATE BASELINE	ACTUAL PERFORMANCE	STATE TARGETS	
	2017	2019	2-Year (2020)	4-Year (2022)
Percent of NHS Bridges by Deck Area in Good Condition	39.5%	35.1%	36.0%	36.0%
Percent of NHS Bridges by Deck Area in Poor Condition	3.5%	4.1%	6.0%	6.0%
Percent Interstate Pavement in Good Condition	N/A	71.5%	N/A	60.0%
Percent of Interstate Pavement in Poor Condition	N/A	0.3%	N/A	1.0%
Percent of Non-Interstate NHS Pavement in Good Condition	N/A	41.6%	42.0%	40.0%
Percent of Non-Interstate Pavement in Poor Condition	N/A	4.0%	4.0%	5.0%

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

RESOLUTION TPB-2021-04

A RESOLUTION SUPPORTING THE STATE OF TENNESSEE 4-YEAR HIGHWAY SYSTEM PERFORMANCE TARGETS

WHEREAS, the Greater Nashville Regional Council (GNRC) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process on behalf of the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization which represents a planning area that includes 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) which mandated, and in 2015 reasserted in the Fixing America’s Surface Transportation (FAST) Act the establishment and use of a performance and outcome-based program for transportation decisions, and

WHEREAS, the FAST Act includes seven national performance areas including Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, Reduce Project Delivery Delays; and

WHEREAS, the National Highway System Performance Measures regulations described in 23 CFR Part 490 require the Tennessee Department of Transportation (TDOT) to set statewide targets for performance of the NHS in coordination with metropolitan areas; and

WHEREAS, the Transportation Policy Board has 180 days following the establishment and reporting of the Tennessee statewide targets to make a decision regarding whether to support the state’s target or to establish one for the metropolitan area; and

WHEREAS, the highway system performance targets include measures related to Interstate reliability, non-Interstate NHS reliability, and freight reliability as described in “Exhibit 2021-04-A.”

NOW, THEREFORE, BE IT RESOLVED that the region supports the state’s 4-year highway performance targets for each of the aforementioned measures and agrees to plan and program projects accordingly.

Adopted this 17th day of February 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Mary Esther Reed,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator

Exhibit 2021-04-A to Resolution TPB-2021-04

System 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

System Performance measures require State DOTs assess the following on the NHS to carry out the National Highway Performance Program (NHPP). The Nashville metropolitan area is only subject to the first three travel time reliability measures.

- *Interstate Travel Time Reliability*
- *Non-Interstate NHS travel Time Reliability*
- *Interstate Truck Travel Time Reliability*
- Total Emissions Reductions
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

The Nashville Area MPO may:

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

PERFORMANCE MEASURES	STATE BASELINE	ACTUAL PERFORMANCE	STATE TARGETS	
	2017	2019	2-Year (2020)	4-Year (2022)
Interstate Reliability	87.7%	88.2%	85.3%	83.0%
Non-Interstate NHS Reliability	89.7%	89.4%	N/A	87.5%
Freight Reliability	1.35	1.35	1.35	1.37

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



Memorandum

Date: February 12, 2021
To: Members of the Transportation Policy Board
From: Sean Pfalzer, Transportation Planning Manager, MPO Coordinator
Subject: Safety Performance Measure Targets Documentation

This memo serves to provide Transportation Policy Board members and GNRC transportation planning partners with an overview of the safety performance measure target setting process and supporting documentation as part of the update to the 2045 Regional Transportation Plan and as required to carry out federally-required transportation planning and programming activities.

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the FAST Act enacted in 2015, states and metropolitan areas must adhere to a performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. As a result, State DOTs, Transit Providers, and regional transportation planning organizations are required to periodically set performance targets for achieving seven national transportation goals.

The final rule on safety performance measures target setting was the first of a series of rules related to target setting, effective April 14, 2016. Annual safety targets are required of state departments of transportation and metropolitan planning organizations (MPOs) for five performance measures, and are based on a five-year rolling average and apply to all public roads within the MPO region. GNRC is required to establish safety targets within 180 days of TDOT establishing its targets. Safety performance measure regulations in support of the Highway Safety Improvement Program (HSIP) require States and metropolitan areas to assess the following on all public roads covered by HSIP:

- **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
- **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
- **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

- **Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

In previous annual update cycles, the Transportation Policy Board voted to support the state targets, thereby fulfilling the aforementioned requirements related to safety performance measure target setting established under MAP-21 and the FAST Act.

In the development of the Regional Transportation Plan, the Transportation Policy Board is pursuing regional safety targets of a one percent annual reduction for all safety performance measures out to 2045. The Transportation Policy Board is scheduled to take action on regional safety targets on February 17, 2021, based on the following baseline and targets.

Number of Fatalities

Historic and Baseline

The number of fatalities have generally increased between 2011 and 2019, ranging from a low of 162 in 2012 to a high of 233 in 2019. In calculating the “baseline”, which is based on historic annual totals, FHWA requires that it is based on a 5-year rolling average, or the average of five individual, consecutive points of data. For example, the 5-year rolling average for 2011-2015 is $(167+162+179+180+156)/5= 168.8$.

According to FHWA, the 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean (average). If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur.

The following figure contains the annual number of fatalities between 2011 and 2019 and the resulting 5-year rolling average or baseline. The current baseline (2015-19) for number of fatalities is 196.6.

Figure 1 Summary of Historic Fatalities and Resulting Baseline, 2011-2019

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Annual	167	162	179	180	156	206	198	190	233
Baseline (5-Year Average)					168.8	176.6	183.8	186.0	196.6

Future Trend Line

In its target setting, GNRC staff projected future trend lines in the short-term and long term based on the historic trend of the last five rolling averages, 2015-19. This method incorporates the number of fatalities back to 2011, as seen in Figure 1, and estimates fatalities of 364.4 in 2045.

Figure 2 Summary of Future Trend Line by Five-Year Horizons, 2020-2045

	2020	2025	2030	2035	2040	2045
Future Trend Line	201.9	234.4	266.9	299.4	331.9	364.4

Regional 2045 Goal (1% Annual Reduction) and Target

Instead of following the trend line that projects more fatalities on all public roadways by 2045 than present, the Transportation Policy Board is opting for a 1% annual reduction goal that would decrease fatalities to 151 by 2045. This 1% Annual Reduction goal helps guide one-year targets by determining immediate annual fatalities limits in order to stay on track to reach the long-term goal. For example, to reach the 2045 goal of 151 fatalities, fatalities must be 193 in 2021 for a resulting 2017-21 target of 201.7. Over the life of the Plan, the difference between the future trend line and future goal line would save approximately 2,900 lives in our region.

Figure 3 Summary of Future Goal Line by Five-Year Horizons, 2020-2045

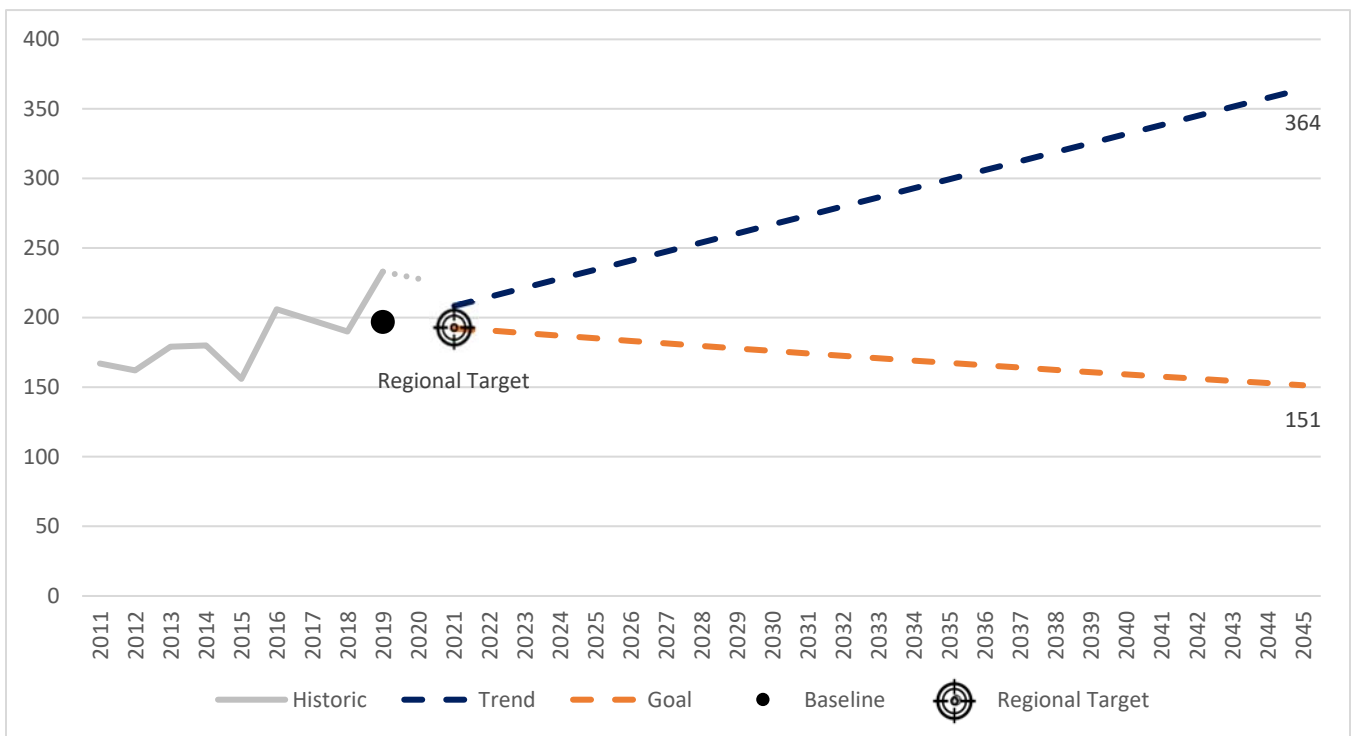
	2020	2025	2030	2035	2040	2045
Future Goal Line	195	185	176	167	159	151

Figure 4 Summary of 5-Year Average Target Based on Goal, 2017-2021

	2017	2018	2019	2020	2021
Annual	198	190	233	195	193
Target (5-Year Average)					201.7

The following figure summarizes the historic annual totals, current baseline, future trend line, future goal line, and immediate one-year target to make progress toward the 2045 goal.

Figure 5 Summary of Fatalities



Fatality Rate

Historic and Baseline

The fatality rate has remained fairly constant between 2011 and 2019, ranging from a low of 0.78 in 2015 to a high of 1.03 in 2019. In calculating the “baseline” based on historic annual rates, FHWA requires that it is based on a 5-year rolling average, or the average of five individual, consecutive points of data. For example, the 5-year rolling average for 2015-2019 is $(0.78 + 1.00 + 0.92 + 0.87 + 1.03)/5 = 0.92$.

The following figure contains the annual number of fatalities, vehicle miles traveled, and fatality rate between 2011 and 2019, and the resulting 5-year rolling average or baseline. The current baseline (2015-19) for fatality rate is 0.92.

Figure 6 Summary of Historic Fatalities, Vehicle Miles Traveled, Fatality Rate and Resulting Baseline, 2011-2019

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Annual	167	162	179	180	156	206	198	190	233
VMT (millions)	17.95	18.27	18.59	18.98	19.96	20.52	21.49	21.96	22.66
Fatality Rate	0.93	0.89	0.96	0.95	0.78	1.00	0.92	0.87	1.03
Fatality Rate Baseline (5-Year Average)					0.90	0.92	0.92	0.90	0.92

Future Trend Line

In its target setting, GNRC staff projected future trend lines in the short-term and long term based on the historic trend of the last five rolling averages, 2015-19. This method incorporates the fatality rate back to 2011, as seen in Figure 6, and estimates a fatality rate of 1.30 per 100 million vehicle miles traveled in 2045.

Figure 7 Summary of Future Trend Line by Five-Year Horizons, 2020-2045

	2020	2025	2030	2035	2040	2045
Future Trend Line	0.93	1.01	1.09	1.17	1.24	1.30

Regional 2045 Goal (1% Annual Reduction) and Target

Instead of following the trend line that projects a higher fatality rate on all public roadways by 2045 than present, the Transportation Policy Board is opting for a 1% annual reduction goal that would decrease the fatality rate to 0.53 by 2045. This 1% Annual Reduction goal helps guide one-year targets by determining immediate annual fatality rate limits in order to stay on track to reach the long-term goal. For example, to reach the 2045 goal of 0.53 fatalities per 100 million VMT, the fatality rate must be 0.85 in 2021 for a resulting 2017-21 target of 0.91.

Figure 8 Summary of Future Goal Line by Five-Year Horizons, 2020-2045

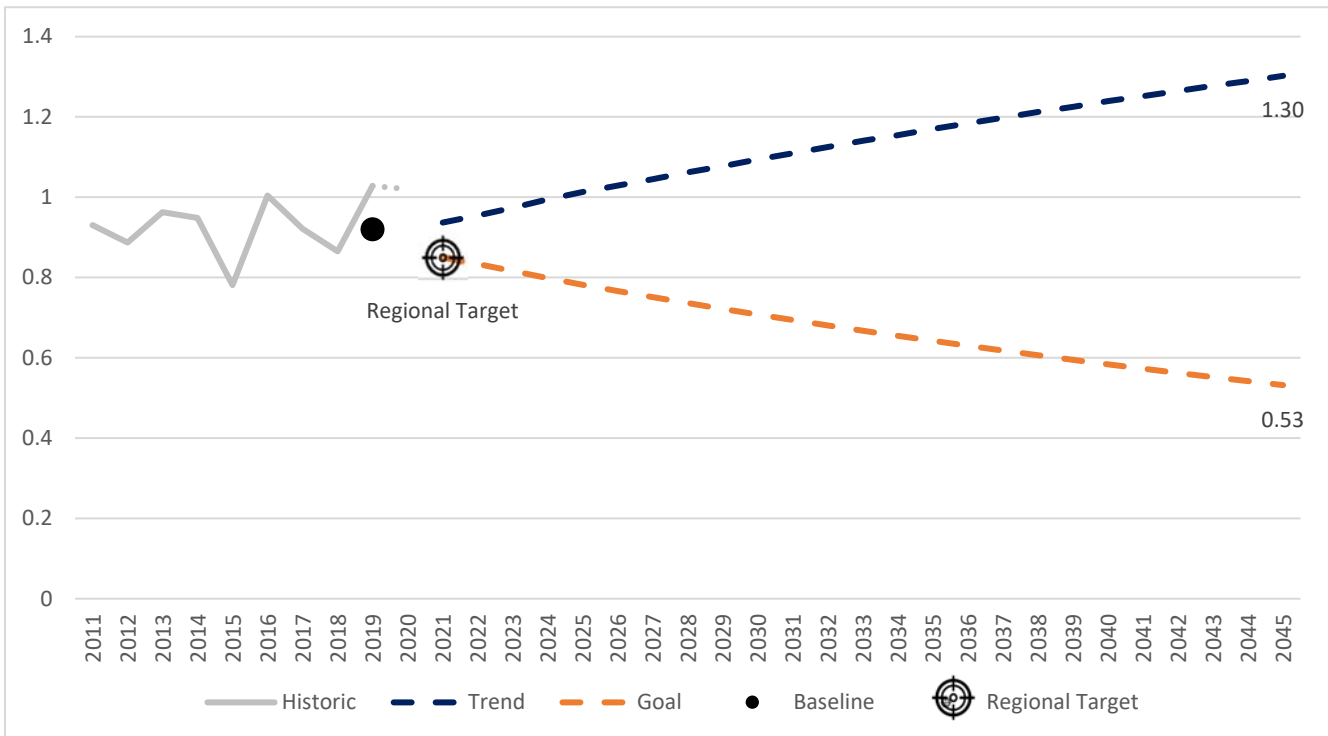
	2020	2025	2030	2035	2040	2045
Future Goal Line	0.87	0.78	0.71	0.64	0.58	0.53

Figure 9 Summary of 5-Year Average Target Based on Goal, 2017-2021

	2017	2018	2019	2020	2021
Annual	0.92	0.87	1.03	0.87	0.85
Target (5-Year Average)					0.91

The following figure summarizes the historic annual fatality rate, current baseline, future trend line, future goal line, and immediate one-year target to make progress toward the 2045 goal.

Figure 10 Summary of Fatality Rate



Number of Serious Injuries

Historic and Baseline

The number of serious injuries has fluctuated between 2011 and 2019, ranging from a high of 1,647 in 2015 to a low of 961 in 2019. In compliance with the Federal Highway Administration Safety Performance Management Measures Final Rule (23 CR 490), Tennessee revised the crash report December 2017 to reflect the Model Minimum Uniform Crash Criteria 4th Edition “Suspected Serious Injury (A)” attributed found in the “Injury Status” element. All states are required to comply with the new definition in by April 15, 2019. Though Tennessee has been experiencing a decreased 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. In calculating the “baseline” based on historic annual totals, FHWA requires that it is based on a 5-year rolling average, or the average of five individual, consecutive points of data. For example, the 5-year rolling average for 2011-2015 is $(1100+1184+1216+1512+1647)/5= 1,331.8$.

The following figure contains the annual number of serious injuries between 2011 and 2019 and the resulting 5-year rolling average or baseline. The current baseline (2015-19) for number of serious injuries is 1,349.8

Figure 11 Summary of Historic Serious Injuries and Resulting Baseline, 2011-2019

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Annual	1,100	1,184	1,216	1,512	1,647	1,574	1,521	1,046	961
Baseline (5-Year Average)					1,331.8	1,426.6	1,494.0	1,460.0	1,349.8

Future Trend Line

In its target setting, GNRC staff projected future trend lines in the short-term and long term based on the historic trend of the last five rolling averages, 2015-19. This method incorporates the number of serious injuries back to 2011, as seen in Figure 11, and estimates serious injuries of 1,607.76 in 2045.

Figure 12 Summary of Future Trend Line by Five-Year Horizons, 2020-2045

	2020	2025	2030	2035	2040	2045
Future Trend Line	1,433.3	1,468.0	1,502.7	1,537.4	1,572.1	1,606.8

Regional 2045 Goal (1% Annual Reduction) and Target

Instead of following the trend line that projects more serious injuries on all public roadways by 2045 than present, the Transportation Policy Board is opting for a 1% annual reduction goal that would decrease serious injuries to 1,039.4 by 2045. This 1% Annual Reduction goal helps guide one-year targets by determining immediate annual serious injury limits in order to stay on track to reaching the long-term goal. For example, to reach the 2045 goal of 1,039 serious injuries, serious injuries must be 1,323 in 2021 for a resulting 2017-21 target of 1,237.4. Over the life of the Plan, the difference between the future trend line and future goal line would avoid approximately 8,700 serious injuries in our region.

Figure 13 Summary of Future Goal Line by Five-Year Horizons, 2020-2045

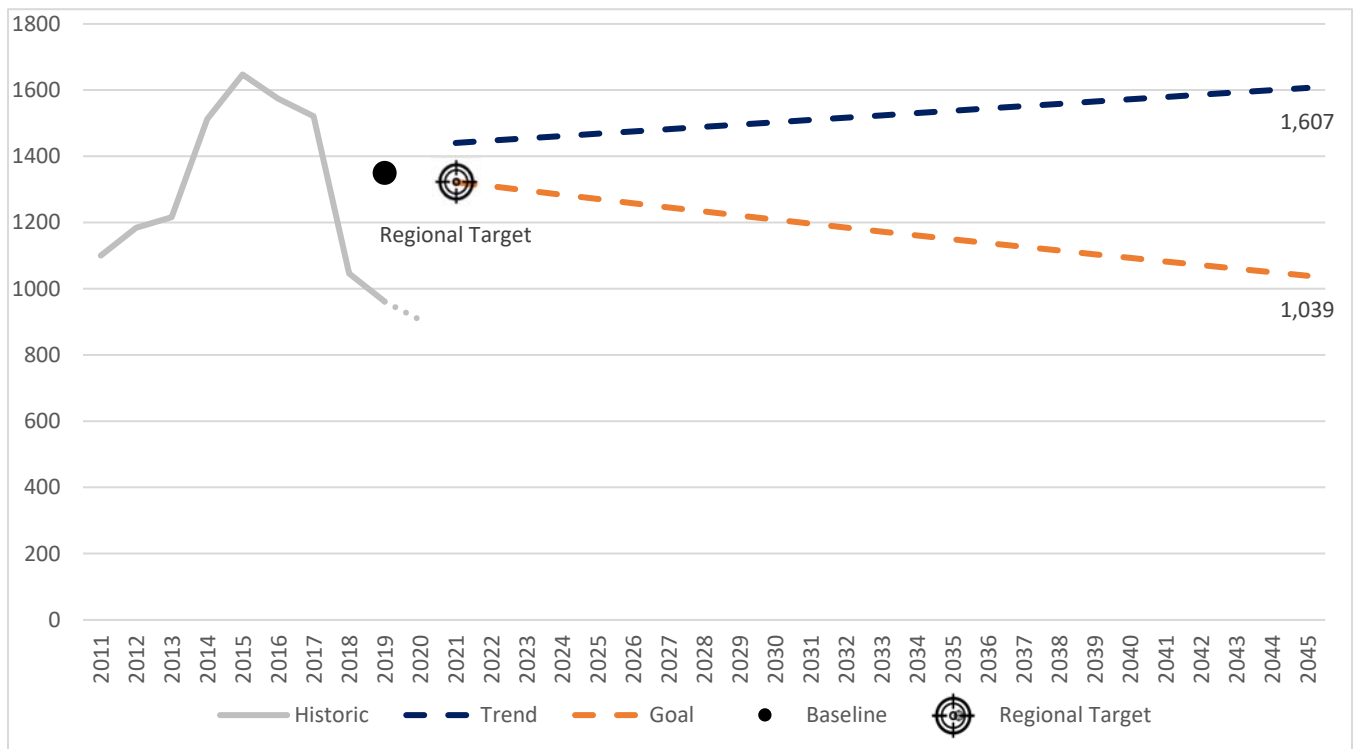
	2020	2025	2030	2035	2040	2045
Future Goal Line	1,336	1,271	1,209	1,149	1,093	1,039

Figure 14 Summary of 5-Year Average Target Based on Goal, 2017-2021

	2017	2018	2019	2020	2021
Annual	1,521	1,046	961	1,336	1,323
Target (5-Year Average)					1,237.4

The following figure summarizes the historic annual serious injury totals, current baseline, future trend line, future goal line, and immediate one-year target to make progress toward the 2045 goal.

Figure 15 Summary of Serious Injuries



Serious Injury Rate

Historic and Baseline

The serious injury rate has fluctuated between 2011 and 2019, ranging from a high of 8.25 in 2015 to a low of 4.24 in 2019. In calculating the “baseline” based on historic annual rates, FHWA requires that it is based on a 5-year rolling average, or the average of five individual, consecutive points of data. For example, the 5-year rolling average for 2015-2019 is $(8.25+7.67+7.08+4.76+4.24)/5= 6.40$.

The following figure contains the annual number of serious injuries, vehicle miles traveled, and serious injury rate between 2011 and 2019, and the resulting 5-year rolling average or baseline. The current baseline (2015-19) for serious injury rate is 6.40.

Figure 16 Summary of Historic Serious Injuries, Vehicle Miles Traveled, Serious Injury Rate and Resulting Baseline, 2011-2019

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Annual	1,100	1,184	1,216	1,512	1,647	1,574	1,521	1,046	961
VMT (millions)	17.95	18.27	18.59	18.98	19.96	20.52	21.49	21.96	22.66
Serious Injury Rate	6.13	6.48	6.54	7.97	8.25	7.67	7.08	4.76	4.24
Serious Injury Rate Baseline (5-Year Average)					7.07	7.38	7.50	7.14	6.40

Future Trend Line

In its target setting, GNRC staff projected future trend lines in the short-term and long term based on the historic trend of the last five rolling averages, 2015-19. This method incorporates the serious injury rate back to 2011, as seen in Figure 16, and estimates a serious injury rate of 5.74 per 100 million vehicle miles traveled in 2045.

Figure 17 Summary of Future Trend Line by Five-Year Horizons, 2020-2045

	2020	2025	2030	2035	2040	2045
Future Trend Line	6.60	6.34	6.16	6.00	5.87	5.74

Regional 2045 Goal (1% Annual Reduction) and Target

Instead of following the trend line that projects a higher serious injury rate on all public roadways by 2045 than present, the Transportation Policy Board is opting for a 1% annual reduction goal that would decrease the serious injury rate to 3.65 by 2045. This 1% Annual Reduction goal helps guide one-year targets by determining immediate annual serious injury rate limits in order to stay on track to reaching the long-term goal. For example, to reach the 2045 goal of 3.65 serious injuries per 100 million VMT, the serious injury rate must be 5.85 in 2021 for a resulting 2017-21 target of 5.58.

Figure 18 Summary of Future Goal Line by Five-Year Horizons, 2020-2045

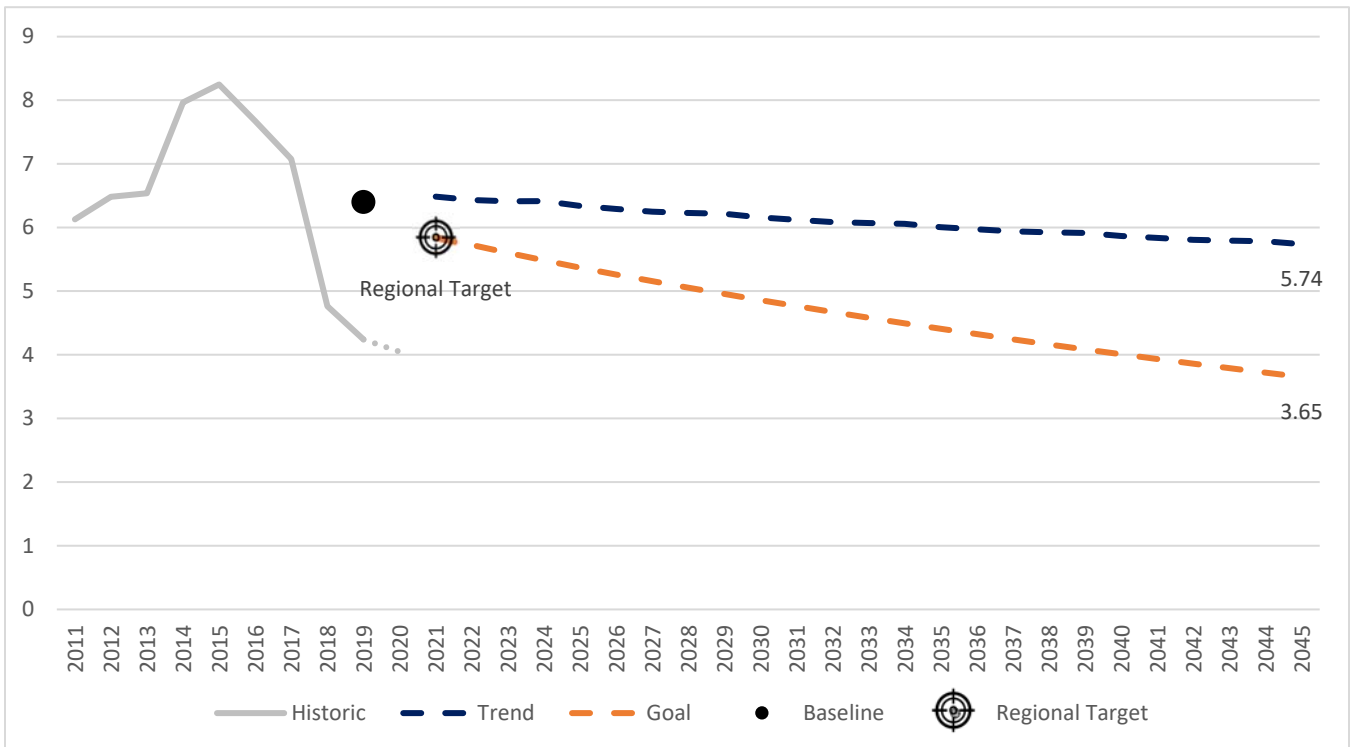
	2020	2025	2030	2035	2040	2045
Future Goal Line	5.98	5.37	4.86	4.41	4.01	3.65

Figure 19 Summary of 5-Year Average Target Based on Goal, 2017-2021

	2017	2018	2019	2020	2021
Annual	7.08	4.76	4.21	5.98	5.85
Target (5-Year Average)					5.58

The following figure summarizes the historic annual serious injury rate, current baseline, future trend line, future goal line, and immediate one-year target to make progress toward the 2045 goal.

Figure 20 Summary of Serious Injury Rate



Number of Non-Motorized Fatalities and Serious Injuries

Historic and Baseline

The number of non-motorized fatalities and serious injuries have increased significantly between 2011 and 2019, from a low of 73 in 2012 to a high of 188 in 2017. In calculating the “baseline” based on historic annual totals, FHWA requires that it is based on a 5-year rolling average, or the average of five individual, consecutive points of data. For example, the 5-year rolling average for 2011-2015 is $(82+73+81+113+175)/5= 104.8$

The following figure contains the annual non-motorized fatalities and serious injuries between 2011 and 2019 and the resulting 5-year rolling average or baseline. The current baseline (2015-19) for non-motorized fatalities and serious injuries is 178.6

Figure 21 Summary of Historic Non-Motorized Fatalities and Serious Injuries and Resulting Baseline, 2011-2019

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Annual	82	73	81	113	175	182	188	179	169
Baseline (5-Year Average)					104.8	124.8	147.8	167.4	178.6

Future Trend Line

In its target setting, GNRC staff projected future trend lines in the short-term and long term based on the historic trend of the last five rolling averages, 2015-19. This method incorporates the number of non-motorized fatalities and serious injuries back to 2011, as seen in Figure 21, and estimates non-motorized fatalities and serious injuries of 677.24 in 2045.

Figure 22 Summary of Future Trend Line by Five-Year Horizons, 2020-2045

	2020	2025	2030	2035	2040	2045
Future Trend Line	201.7	296.8	391.9	487.0	582.1	677.2

Regional 2045 Goal (1% Annual Reduction) and Target

Instead of following the trend line that projects more non-motorized fatalities and serious injuries on all public roadways by 2045 than present, the Transportation Policy Board is opting for a 1% annual reduction goal that would decrease non-motorized fatalities and serious injuries to 138 by 2045. This 1% Annual Reduction goal helps guide one-year targets by determining immediate annual non-motorized fatality and serious injury limits in order to stay on track to reaching the long-term goal. For example, to reach the 2045 goal of 138 non-motorized fatalities and serious injuries, non-motorized fatalities and serious injuries must be 175 in 2021 for a resulting 2017-21 target of 177.6. Over the life of the Plan, the difference between the future trend line and future goal line would avoid approximately 7,000 non-motorized fatalities and serious injuries in our region.

Figure 23 Summary of Future Goal Line by Five-Year Horizons, 2020-2045

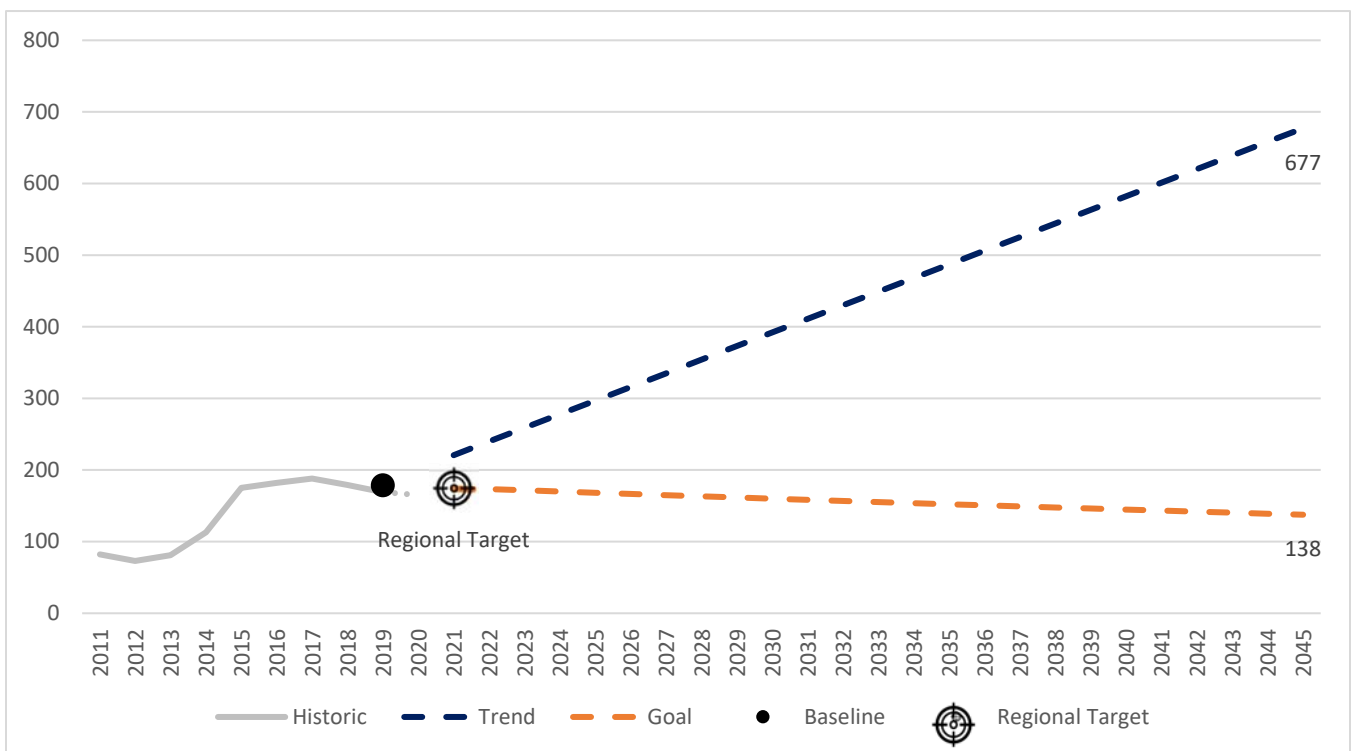
	2020	2025	2030	2035	2040	2045
Future Goal Line	177	168	160	152	145	138

Figure 24 Summary of 5-Year Average Target Based on Goal, 2017-2021

	2017	2018	2019	2020	2021
Annual	188	179	169	177	175
Target (5-Year Average)					177.6

The following figure summarizes the historic annual non-motorized fatalities and serious injury totals, current baseline, future trend line, future goal line, and immediate one-year target to make progress toward the 2045 goal.

Figure 25 Summary of Non-Motorized Fatalities and Serious Injuries



Summary of Regional Safety Performance Measure Targets

Figure 26 Summary of Regional Safety Performance Measure Targets

Performance Measures	Baseline	1-Year Trendline (2021)	1-Year Target (2021)	Resulting 2017-21 Target	2045 Trendline	2045 Goal
Number of Fatalities	196.6	208	193	201.7	364	151
Fatality Rate	0.92	0.94	0.85	0.91	1.3	0.53
Number of Serious Injuries	1,349.8	1,440	1,323	1,237.4	1,607	1,039
Serious Injury Rate	6.40	6.49	5.85	5.58	5.74	3.65
Number of Non-Motorized Fatalities and Serious Injuries	178.6	221	175	177.6	677	138

Supporting Calculations

Baseline

According to FHWA, the baseline is based on a 5-year rolling average, which is the average of 5 individual, consecutive points of data.

In this case, the baseline is the 2015-2019 rolling average. To determine the baseline:

1. Add the number for the most recent 5 consecutive calendar years ending in the year for which the targets are established, divide by 5 and round to the nearest tenth decimal place (for rates, round to the nearest hundredth decimal place):

$$(X_{2015} + X_{2016} + X_{2017} + X_{2018} + X_{2019})/5 = X_{2015-2019}$$

2. For rates, follow the same formula but round to the nearest hundredth decimal place

Year	2015	2016	2017	2018	2019	Baseline
Number of Fatalities	156	206	198	190	233	196.6
Fatality Rate	0.78	1.00	0.92	0.87	1.03	0.92
Number of Serious Injuries	1,647	1,574	1,521	1,046	961	1,349.8
Serious Injury Rate	8.25	7.67	7.08	4.76	4.24	6.40
Number of Non-Motorized Fatalities and Serious Injuries	175	182	188	179	169	178.6

Annual Reduction

1% annual reduction was applied to the baseline and then carried out annually over the life of the plan. This same method was applied to serious injuries and non-motorized fatalities and serious injuries. Rates were calculated from these values.

$$X_{2015-2019} - (X_{2015-2019} * 0.01)$$

Below is an example of how fatalities were calculated.

1. To determine fatalities for 2020: $196.6 - (196.6 * 0.01) = 194.6$
2. To determine fatalities for 2021: $194.6 - (194.6 * 0.01) = 192.7$

[Note these are annual values, not rolling averages]

Vehicle Miles Traveled

To calculate out the rates for the future years, we used GNRC's travel demand model. We used the following from the model as control points and filled in the intermediate years linearly.

	2020	2025	2035	2045
VMT	22,351,350,720	23,679,294,349	26,073,894,989	28,466,333,155

2017-2021 Target

Below is the technical calculation for the official 2017-2021 target. The same formula for baseline is used to calculate the target.

1. Add the number for the most recent 5 consecutive calendar years ending in the year for which the targets are established, divide by 5 and round to the nearest tenth decimal place (for rates, round to the nearest hundredth decimal place):

$$(X_{2017} + X_{2018} + X_{2019} + X_{2020} + X_{2021})/5 = X_{2017-2021}$$

Year	2017	2018	2019	2020*	2021*
Number of Fatalities	198	190	233	<i>194.6</i>	<i>192.7</i>
Fatality Rate	0.92	0.87	1.03	<i>0.87</i>	<i>0.85</i>
Number of Serious Injuries	1,521	1,046	961	<i>1,336.3</i>	<i>1,322.9</i>
Serious Injury Rate	7.08	4.76	4.24	<i>5.98</i>	<i>5.85</i>
Number of Non-Motorized Fatalities and Serious Injuries	188	179	169	<i>176.8</i>	<i>175.0</i>

Italicized denotes these values were obtained from the 1% annual reduction from the baseline.

Trend Line

The trend line was calculated using the trend function in excel to project or estimate the measure based on the last 5 consecutive rolling averages, 2015-2019. This method incorporates data going back to 2011. Please note the rates were calculated using the resulting values from this calculation.

Year	Fatal Rolling Average	Serious Injury Rolling Average	Non-Motorist Rolling Average
2011-2015	168.8	1,331.8	104.8
2012-2016	176.6	1,426.6	124.8
2013-2017	183.8	1,494.0	147.8
2014-2018	186.0	1,460.0	167.4
2015-2019	196.6	1,349.8	178.6

Please note that the resulting trend line is based on rolling averages, not annual totals.

Agenda Item 4a.

Proposed Amendments to the FYs 2020-2023 Transportation Improvement Program

Background

The following updates to the Transportation Improvement Program have been requested by project sponsors as part of amendment Cycle B for FY 2021.

Amend #	TIP #	Project Name	Sponsor	Action
2021-014	2019-32-093	I-65 Widening from SR-25 to SR-109	TDOT	Add funds
2021-015	2021-17-114	Charlotte Ave (SR-24/US70)/Dr. MLK Jr. Blvd Connected Transit Technology	Metro Nashville	Add project
2021-016	2021-44-115	Veterans Pkwy/I-840 Interchange Lighting Project	Murfreesboro	Add project
2021-017	2021-44-116	Joe B. Jackson Pkwy/I-24 Interchange Lighting	Murfreesboro	Add project
2021-018	2015-111-069	North Nashville Transit Center	Nashville MTA (WeGo)	Add funds
2021-019	2021-811-117	Regional Park & Ride Facility	RTA (WeGo)	Add project

Schedule

- Feb 3 – Initial Presentation to the TCC
- **Feb 17 – Initial Presentation to the Transportation Policy Board (TPB)**
- Feb 19- Mar 17 – Public Review and Comment
- Mar 3 – Final TCC Presentation
- Mar 17 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

For informational only.



FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-014

TIP #: 2019-32-093
2040 RTP ID: 1632-168
Project: I-65 Widening from SR-25 to SR-109
Requested By: TDOT
Proposed Changes: Add funds
Total Project Cost: \$132,500,000

FROM: \$64,000,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE-N	NHPP	700,000	560,000	140,000	0
2021	PE-D	NHPP	300,000	240,000	60,000	0
2021	CONST	NHPP (AC)	63,000,000	0	63,000,000	0
Total			64,000,000	800,000	63,200,000	0

TO: \$132,500,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE-N	NHPP	700,000	560,000	140,000	0
2021	PE-D	NHPP	300,000	240,000	60,000	0
2021	CONST	NHPP (AC)	131,500,000	0	131,500,000	0
Total			132,500,000	800,000	131,700,000	0

Amendment Description

This amendment proposes to add \$68,500,000 state funds to the project.

This project will widen I-65 from 4 to 6 lanes from near SR-25 to near SR-109. The northbound weigh station site will be converted to truck parking.



FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-015

TIP #: 2021-17-114
2040 RTP ID: Multimodal
Project: Charlotte Avenue (SR-24/US70)/Dr. MLK Jr. Boulevard
Connected Transit Technology
Requested By: Metro Nashville
Proposed Changes: Add project
Total Project Cost: \$2,998,054

TO: \$2,998,054

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	IMPLEMENT	ATCMTD	716,611	371,000	0	345,611
2022	IMPLEMENT	ATCMTD	2,092,443	1,112,000	0	980,443
2023	IMPLEMENT	ATCMTD	189,000	16,000	0	173,000
Total			2,998,054	1,499,000	0	1,499,054

Amendment Description

This amendment proposes to add the project to the TIP with \$1,499,000 federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funds awarded to the project.

Metro Nashville is partnering with WeGo Public Transit and TDOT to develop connected transit technology on the Charlotte Avenue (SR-24/US70)/Dr. MLK Jr. Boulevard corridor, or WeGo Route 50. Connected transit data will be used for operational decision-making, with connected vehicle technology installed to allow features based on vehicle-to-infrastructure communications. The project will include installation of on-board connected communication devices on 24 buses in the WeGo fleet and signal upgrades at 29 intersections along the corridor. This infrastructure, along with related projects, is a prerequisite for applications like active traffic management, transit signal priority, signal performance measures, and future connected vehicle opportunities as technology advances and expands.



FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-016

TIP #: 2021-44-115
2040 RTP ID: Safety
Project: Veterans Parkway/I-840 Interchange Lighting Project
Requested By: Murfreesboro
Proposed Changes: Add project
Total Project Cost: \$1,309,300

TO: \$1,309,300

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE-N	M-STBG	71,418	28,567	35,709	7,142
2021	PE-D	M-STBG	47,612	19,045	23,806	4,761
2021	CONST	M-STBG	1,190,270	476,108	595,135	119,027
Total			1,309,300	523,720	654,650	130,930

Amendment Description

This amendment proposes to add the project to the TIP with \$523,720 federal M-STBG funds from the Murfreesboro Urbanized Area unprogrammed balance. TDOT is contributing 50% of the project cost in the form of state funds from its Interchange Lighting Program.

This project will install lighting at the Veterans Parkway and I-840 interchange in Murfreesboro in order to enhance safety at the interchange.



FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-017

TIP #: 2021-44-116
2040 RTP ID: Safety
Project: Joe B. Jackson Parkway/I-24 Interchange Lighting Project
Requested By: Murfreesboro
Proposed Changes: Add project
Total Project Cost: \$1,703,800

TO: \$1,703,800

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE-N	M-STBG	92,934	37,174	46,467	9,293
2021	PE-D	M-STBG	61,956	24,782	30,978	6,196
2021	CONST	M-STBG	1,548,910	619,564	774,455	154,891
Total			1,703,800	681,520	851,900	170,380

Amendment Description

This amendment proposes to add the project to the TIP with \$681,520 federal M-STBG funds from the Murfreesboro Urbanized Area unprogrammed balance. TDOT is contributing 50% of the project cost in the form of state funds from its Interchange Lighting Program.

This project will install lighting at the Joe B. Jackson Parkway and I-24 interchange in Murfreesboro in order to enhance safety at the interchange.



FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-018

TIP #: 2015-111-069
2040 RTP ID: Active Transportation Program
Project: North Nashville Transit Center
Requested By: Nashville MTA (WeGo)
Proposed Changes: Add funds
Total Project Cost: \$8,336,120

FROM: \$4,536,120

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2020	PE-D	U-STBG	187,220	149,776	0	37,444
2020	ROW	U-STBG	299,560	239,648	0	59,912
2021	CONST	STATE	3,600,000	0	2,700,000	900,000
2021	CONST	U-STBG	449,340	359,472	0	89,868
2021	PE-D	HOPE	200,000	180,000	0	20,000
Total			4,736,120	928,896	2,700,000	1,107,224

TO: \$8,336,120

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2020	PE-D	U-STBG	187,220	149,776	0	37,444
2020	ROW	U-STBG	299,560	239,648	0	59,912
2021	CONST	STATE	3,600,000	0	2,700,000	900,000
2021	CONST	U-STBG	449,340	359,472	0	89,868
2021	PE-D	HOPE	200,000	180,000	0	20,000
2021	CONST	STATE	3,600,000	0	2,700,000	900,000
Total			8,336,120	928,896	5,400,000	2,007,224

Amendment Description

This amendment proposes to add \$2,700,000 state IMPROVE Act funds to the project.

This project will construct a transit center near 25th Ave N and Clarksville Pk, designed to create and enhance multimodal transportation options and connections in the North Nashville area.



FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-019

TIP #: 2021-811-117
2040 RTP ID: Multimodal
Project: Regional Park & Ride Facility
Requested By: RTA
Proposed Changes: Add project
Total Project Cost: \$2,500,000

TO: \$2,500,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	IMPLEMENT	FTA 5307	2,500,000	2,500,000	0	0
Total			2,500,000	2,500,000	0	0

Amendment Description

This amendment proposes to add the project to the TIP with \$2,500,000 federal FTA 5307 CARES Act funds.

This project will create a network of Park & Ride lots to improve mobility across the region by providing parking for transit and rideshare users.

Agenda Item 5d.
GNRC Staff Report



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

COMMISSIONER'S OFFICE
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2848

CLAY BRIGHT
COMMISSIONER

BILL LEE
GOVERNOR

February 1, 2021

The Honorable Mary Esther Reed, Chairman
Nashville Metropolitan Planning Organization
315 South Lowry Street
Smyrna, TN 37167

Subject: FY 2021 Federal Funding Appropriations

Dear Chairman:

I am writing in follow-up to my recent correspondence regarding the Consolidated Appropriations Act, 2021, recently signed into law. We have now received information from FHWA detailing the funding that will be made available to MPOs over 200,000 in population and I am glad to share this information with you.

Tennessee's allocation of the COVID Relief dollars for highway programs will be \$209,619,017. These funds will be available for obligation through September 30, 2024 and are intended as "backstop" funding for programs impacted by the pandemic and come with additional flexibilities above that of typical FHWA funds.

Tennessee's MPOs with populations over 200,000 (Transportation Management Areas – TMAs) will receive a sub-allocation of highway funds totaling \$22,378,774.

Sub-Allocation MPO > 200,000	COVID-19 STBG Funding
CHATTANOOGA	\$2,488,558
KNOXVILLE	\$4,592,425
MEMPHIS	\$7,327,884
NASHVILLE	\$7,969,907
Sub-Total Large MPOs	\$22,378,774

You will notice that the above sub-allocation is less than our initial estimates on what would be available to our MPOs over 200,000 in population. We learned after my initial letter to you that there was a provision within the Act that tied TMA's STBG sub-allocations with the amount determined by looking at a TMA's FY2021 STBG sub-allocation share against two years' worth of total STBG dollars to a state. The above amount to your MPO reflects this provision, which has recently been published in FHWA's appropriation notice of January 15, 2021.

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We will need to understand the eligibility of these new resources and will be following up with your staff as soon as guidance from FHWA becomes available.

FHWA has also published appointments for the Highway Infrastructure Program (HIP) for FY2021. The following reflects HIP funds for your MPO area from the 2021 Consolidated Appropriations Act.

Sub-Allocation MPO > 200,000	FY 2021 HIP Funding
CHATTANOOGA	\$ 358,447
KNOXVILLE	\$ 661,484
MEMPHIS	\$1,055,495
NASHVILLE	\$1,147,970
Sub-Total Large MPOs	\$3,223,396

Both the STBG funds and the HIP funds have a hard expiration date and must be obligated by September 30, 2024 or they will lapse. As we have discussed in the past, these, and other dollars available to MPO member jurisdictions need to be put to work as soon as possible. It would be good to have these issues as a discussion item at the next MPO meeting.

Thank you for your continued partnership in improving transportation in Tennessee. If you have further questions regarding these funding programs, please feel free to contact Paul Degges, Chief Engineer at (615) 741-0791, or by email at Paul.Degges@tn.gov.

Sincerely,



Clay Bright
Commissioner

CB/PDD/jc

cc: Sean Pfalzer MPO Coordinator
Paul Degges
Preston Elliott
Ronnie Porter
Matt Meservy
Kimery Grant