REGULAR MEETING AGENDA

1. Approval of 7/15/20 Meeting Minutes (A)  
   Mary Esther Reed  
   TPB Chair

2. Public Comment

3. Action Items:
   a. Public Hearing; Adopt Resolution TPB 2020-04 Amending the FYs 2020-21 Unified Planning Work Program (UPWP) (A)  
      Sean Pfalzer  
      Transportation Planning Manager & MPO Coord.
   b. Adopt Resolution TPB 2020-05, Revising the Organizational Bylaws of the Transportation Policy Board (A)  
      Mary Esther Reed  
      TPB Chair

4. Informational Items:
   a. Proposed Amendments to the FYs 2020-2023 TIP (A)  
      Staff is preparing amendments to the Transportation Improvement Program for public review and comment prior to a scheduled adoption at the Sept. 16 meeting of the Transportation Policy Board.  
      Anna Emerson  
      Principal Planner
   b. Environmental Quality and Social Equity Analysis for the Regional Transportation Plan (A)  
      Staff will present a general framework for how issues of environmental quality and social equity will be addressed by the Plan along with a preliminary analysis of conditions and trends.  
      Ben Gramling  
      Environmental Planning Manager  
      Carson Cooper  
      Research Analyst  
      Shelly Hazle  
      Senior Policy Advisor
   c. Draft Scenarios for Setting Roadway Safety Performance Targets as part of the Regional Transportation Plan (A)  
      Staff will present options for setting regional targets for roadway safety performance in conjunction with the update to the Regional Transportation Plan.  
      Ashleigh Reeves  
      Senior Research Analyst

(A) Indicates an attachment is available in the packet

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d. Weighting Regional Goals to Prioritize Projects and Transportation Needs for the Regional Transportation Plan (A)

Staff will present the initial results of a pairwise activity being conducted among TCC and TPB members in order to determine the weighted priority of the six goals established by the RTP Policy Framework.

Daniel Capparella
Active Transportation Planner

5. Regular Reports:
   a. FHWA/FTA Report
      FHWA Representative
   b. TDOT Report
      TDOT Representative
   c. Chair’s Report
      Mary Esther Reed
   d. Staff Report
      Sean Pfalzer

6. Other Business

7. Adjourn for GNRC Executive Board Meeting (online)

GNRC will be using the Microsoft Teams platform for the online meeting.
Meeting Link and Call-In Details available at www.GNRC.org/Calendar
Roll Call will be taken at www.GNRC.org/TPBRollCall
Agenda Item 1.

Meeting Minutes - July 15, 2020

Background
Meeting minutes have been prepared and are ready for approval.

Recommendation
Approve meeting minutes.
Attendees: Mayor Rogers Anderson, Mr. Steve Bland, Mayor Paige Brown, Mayor Mike Callis, Mayor Jamie Clary, Ms. Faye DiMassimo (for Mayor John Cooper), Mr. Preston Elliott (for Gov. Bill Lee), Mr. Gerald Herman (for Mayor Michael Arnold), Mayor Anthony Holt, Mr. Eddie Hood, Mr. Jim Kerr (for Mayor Shane McFarland), Mayor Bill Ketron, Ms. Pam Kordenbrock, Mr. Victor Lay (for Mayor Rick Graham), Mr. Kenny Martin (for Mayor Ed Hagerty), Mayor Mary Esther Reed, Mayor Billy Vogle

Call to Order

Mayor Mary Esther Reed, Chair, opened the meeting at 10:15 a.m.

Approval of the 6/17/20 Meeting Minutes

Mayor Ken Moore moved to approve the June 17, 2020 meeting minutes. Mr. Jim Kerr seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Action Items

a) Endorse Activities Related to Congestion Management (CMP)

Mr. Sean Pfalzer, Transportation Planning Manager, briefly went over updates to steps of the CMP: 1) Step 4 – the data collection and monitoring framework, 2) Step 6 – toolbox of Congestion Management and Mitigation strategies, and 3) Step 8 – CMP Evaluation Strategy. He noted that technical memos for each step is available online at www.GNRC.org/CMPfileshare. He said that the recommendation is for the Board to endorse the following initial draft items related to those steps of the CMP for incorporation into the Regional Transportation Plan.

He said that the special workshop was held on June 19th. He thanked all who attended. The topics covered were a primer on forecasting, projected growth to 2045, predicted impact on the transportation system, and discussion of opportunities to help shape the future. The recording of the workshop is at https://youtube/OfyfJORYjio.
Mayor Reed said that the CMP is the last item to come into compliance stemming from the FHWA certification review. She said that it is not a separate document, but it is integrated into the RTP.

Mayor Ken Moore moved to endorse the activities related to the CMP. The motion passed unanimously on the second by Mayor Brown.

b) **Endorse Candidate Project List for Regional Plan**

Ms. Anna Emerson, Principal Planner, said that there were over 350 projects submitted through the RTP Call for Projects. The list of projects total approximately $7 Billion in present day value and $10 Billion in year of expenditure. She summarized the projects by project type, time horizon, county, and cost range.

She said that the next steps are to conduct three rounds of county workshops that include: a) round 1 – to review details of candidate projects with TDOT and local project sponsors, b) round 2 – to review preliminary results of project evaluations, and c) round 3 – to review final project details including cost estimates, scheduling and scope.

The regional priorities and programs of the candidate project list are programmatic investments – policy set-asides. These include the Active Transportation Program, Transit and Technology Program, Job Access and Reverse Commute, Enhanced Mobility for Seniors and Individuals with Disabilities, and ADA improvements. The major projects included in the current Plan are the Downtown Interstate Loop Upgrades and Modernization and the High Capacity Transit along Regional Corridors.

Mr. Preston Elliott asked what the action item is today. Ms. Emerson said that the action is to endorse candidate projects for final analysis.

Mr. Victor Lay asked what the times are for the county meetings. Ms. Emerson said that all meetings are scheduled from 10 a.m. to noon via the Microsoft Teams platform.

Mr. Kenny Martin moved to endorse the candidate projects list candidate project list to finalize the call-for-projects and to establish the projects that will be evaluated and prioritized for funding made available between 2021 and 2045. Mr. Lay seconded, and the motion unanimously passed.

**Informational Items**

a) **Update on the Regional Transportation Plan Process**

Mayor Reed thanked Commissioner Bright for meeting with the staff and TPB leadership to discuss the plan moving forward. She said that the Plan must be updated every 5 years and our Plan is to be adopted in February 2021. She said that we are not asking for an extension but to have TDOT and FHWA conduct their review concurrently. They have agreed to do this. Hopefully, this will cut the review time down to two months.
She said that at the TDOT meeting it was agreed that for us to get the Plan done by February, it will be a basic plan. It will not accomplish all that we set out to do with the SolveThisTogether.org initiative, but we hope to relaunch that initiative in 2021 as partners begin to refocus on a long-term transportation vision and strategy for Middle Tennessee. She also said that the public involvement will be streamlined and be conducted virtually.

She said that final recommendations on the ongoing studies will be deferred until the next Plan update. Also, the plan will assume that there will be no new local or state funding beyond the IMPROVE Act. She said that the conservative financial forecast provides approximately $10B of funding over the next 25 years. This is a significant amount of money that this Board will have to allocate.

Mr. Pfalzer said that the updated schedule is a full schedule in the coming months. It asks a lot of the staff and the members in order to complete the remaining activities. Remaining activities include technical work, informational sessions, Board decisions, and partner coordination. He said that endorsement of the Plan is scheduled for October 2020.

Mayor Reed said that no action is required today but wanted everyone to be aware of upcoming activities. She thanked all the staff and members for their hard work.

b) **Presentation on Roadway Safety Conditions and Trends**

Mr. Pfalzer said that this topic matters because of the loss of life, health impacts, economic impact, access to opportunities, and federal requirements. He went over the background/requirements, the policy brief on roadway safety, and the key issues and challenges.

Ms. Ashleigh Reeves, Senior Research Analyst, went over the regional trends including crashes, fatalities and fatality rates, serious injuries and serious injury rates, crashes by mode and severity, crashes by type of collision, and crashes by emphasis area.

The key findings are 1) need to reduce all traffic fatalities, 2) must address the conditions at the Downtown Interstate Loop, 3) need to modernize major corridors to allow safe access for all users, 4) focus on reducing nonmotorized crashes in and around urban centers, and 5) reduce crash severity at intersections.

Mr. Pfalzer said that the COVID impacts on emerging trends are 1) widespread use of telecommuting, 2) growing demand for delivery, 3) surge in active transportation activity, 4) improved air quality, 5) hesitancy for riders to return to transit, 6) decline in tax revenue/delay of transportation investments, and 7) increase in crash severity despite reduction in crashes.

Mayor Reed said that targets for improved safety will be presented at the next month’s meeting.
Regular Reports

a) TDOT Report
Mr. Preston Elliott thanked the staff for the detailed information on the congestion management process. He thanked the mayors for meeting with TDOT to set a schedule to meet the February 2021 deadline.

He said that TDOT’s Multimodal Access Grant for the 2020-21 cycle is still open through July 31, 2020. Applications are due in October with the announcement of the winners to be in Early February. For more information: https://www.tn.gov/tdot/multimodal-transportation-resources/multimodal-access-grant.html

For more information about the Transportation Alternatives Program: https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html

He said that there were 26 Congestion Mitigation and Air Quality (CMAQ) Improvement Program applications submitted in 2019 and the Nashville region received seven awards.

Ms. Faye DiMassimo asked when the CMAQ call-for-projects for 2020 will be. Mr. Elliott said that the schedule will be similar to the past. After announcements are made in February, the process will reopen for new applications.

b) Chair’s Report
Mayor Reed said that the Planning Oversight Committee (POC) met on June 15th to discuss proposed Bylaws changes. She said that the changes are: 1) elimination of the long-standing requirement that the MPO sponsor agency (now GNRC) receive formal concurrence from the POC in order to pay consultant invoices will be replaced with monthly reports from the staff on the progress of these activities and 2) add language regarding virtual meetings. These are proposed for adoption in August. The change proposed for extending voting membership to municipalities of less than 5,000 people will be deferred for future discussion after the Plan adoption in February 2021.

c) Staff Report
Mr. Pfalzer reminded the members that the UPWP amendment will be adopted at the August meeting.

He said that the safety information is available online at www.gnrc.org/dashboards

With no further business, the meeting was adjourned at 11:40 a.m.
Agenda Item 3a.

Public Hearing; Amendment to the FYs 2020-21 Unified Planning Work Program

Background

Staff has prepared an amendment to update the two-year UPWP. The Unified Planning Work Program (UPWP), also known locally as the Transportation Planning Work Program, is updated annually to provide citizens and stakeholders the necessary transparency to see about how federal transportation planning funds are being used by GNRC, local governments and transit agencies, and the Tennessee Department of Transportation in order to meet federal metropolitan planning requirements.

The UPWP is developed by GNRC staff in consultation with partner agencies and input from local citizens and stakeholders. It may be amended to account for changes in funding or project needs. The current UPWP, adopted in August 2019, provides over $7 million for planning activities between October 1, 2019 and September 30, 2021.

More information about the UPWP is available online at www.GNRC.org/UPWP

The draft amendment will be posted for public review online at www.gnrc.org/publicnotices

Schedule

- June 3 – Initial Presentation to the TCC
- June 17 – Initial Presentation to the Transportation Policy Board (TPB)
- Aug 5-Aug 19 – Public Review and Comment
- Aug 5 – Final TCC Presentation
- Aug 19 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

Hold public hearing; Adopt Resolution TPB 2020-04 Amending the UPWP.
RESOLUTION TPB-2020-04

A RESOLUTION AMENDING THE FEDERAL FISCAL YEARS 2020 AND 2021 UNIFIED PLANNING WORK PROGRAM FOR THE NASHVILLE METROPOLITAN PLANNING AREA

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

WHEREAS, on August 21, 2019, the MPO adopted the UPWP for federal fiscal years 2020 and 2021 to carry out planning activities to be undertaken in the Nashville area using federal transportation grant funds; and

WHEREAS, federal regulations require that the MPO develop and adopt a Unified Planning Work Program (UPWP), also referred to as the Transportation Planning Work Program, to include description of metropolitan area planning activities to be undertaken in the Nashville area using federal transportation grant funds; and

WHEREAS, various state, local, and regional agencies concerned with transportation planning for this area have cooperatively developed a two-year UPWP to direct the planning efforts for the federal fiscal years beginning October 1, 2019 and ending September 30, 2021; and

WHEREAS, the adoption of the UPWP satisfies federal planning requirements, it also establishes annual membership dues in order to provide local matching funds for the federal grants used to fund regional and subregional studies being carried out by the Greater Nashville Regional Council on behalf of its MPO member jurisdictions; and

WHEREAS, the MPO's Public Participation Plan allows the public and interested stakeholders a period of no less than 10 days to review proposed amendments to the UPWP; and

WHEREAS, the following amendments have met all public noticing requirements, are consistent with the 2040 Regional Transportation Plan, and conform to the requirements of Title 23 Code of Federal Regulations Part 450.324;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization, that the Unified Planning Work Program is amended as follows:

- **Additional Planning Activities:** Regional Traffic Shed/Impact Fee Analysis
- **Related Planning Activities:** Statewide Active Transportation Plan (TDOT), WeGo Star Rail Improvements Planning Study (WeGo/RTA), Regional Park and Ride Investment Strategy (WeGo/RTA), Transit Shelter Planning and Implementation Study (Murfreesboro/Rover), Cool Springs Transportation Study (Franklin)

Adopted this 19th day of August, 2020 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
FYs 2020-2021 UPWP Updates for Proposed Amendment

Additional Planning Activities
Regional Traffic Shed/Impact Fee Analysis (GNRC; requested by Wilson County)
The work proposed would provide an opportunity to implement recommendations from the Unified Transportation Plan by identifying transportation revenue options and growth management help local communities manage future growth and development. Funding will be pulled from the “General Planning and Modeling” line item of the current UPWP.

Related Planning Activities
Statewide Active Transportation Plan (TDOT)
Through the SATP, TDOT will assess bicycle/pedestrian/accessibility transportation infrastructure, practices, policies, programs, resources, constraints and opportunities within Tennessee. After the assessment, the SATP will establish a long-term vision for Tennessee with goals, strategies and corresponding actions to inform both long-term (20-year) and short-term (5-year) decision-making for walking/bicycling/accessibility in our transportation systems. The primary purpose of the SATP is to provide consistency across TDOT division and regions for considering and addressing pedestrian and bicycle modes on TDOT’s state highway system (SHS). Understanding that the SHS is a small percentage of the overall public road miles in the state, the SATP will be developed to be used by other entities – including MPOs – as well. The secondary purpose of the SATP is to assess the interface and linkages between entities (e.g., TDOT, local and regional planning, public works and transit agencies) as they relate to providing walking and bicycling infrastructure. The SATP will provide a clear understanding of the resources, responsibilities and opportunities for bicycle and pedestrian transportation connectivity statewide. The SATP is underway and will be complete in November 2020.

WeGo Star Rail Improvements Planning Study (WeGo/RTA)
RTA is conducting a planning level analysis of the WeGo Star commuter rail corridor that will define various strategic levels of service improvements together with the associated capital and operating costs. This effort included the development of a railroad operating model to simulate various capital improvement and scheduling alternatives for impact on overall operations. This analysis will help determine future short and long-term options, particularly as the Nashville Metropolitan Planning Organization (MPO) develops its long-range plan update.

Total Project Cost: $281,734 ($225,387 federal)
Funding Source: Sect. 5307 (80%) / State (10%) / Local (10%)
Regional Park and Ride Investment Strategy (WeGo/RTA)
RTA is developing a Regional Commuter Park-n-Ride strategic investment plan that will provide guidance and direction on the approach to establishing park-n-ride lots for commuters in Middle Tennessee. The plan will identify and prioritize target areas and potential sites for bus service, carpools, and vanpools that reduce the number of cars on major commuter corridors in the Nashville area.

Total Project Cost: $227,400 ($181,920 federal)
Funding Source: Sect. 5307 (80%) / State (10%) / Local (10%)

Transit Shelter Planning and Implementation Study (Murfreesboro/Rover)
To support the development of a new transit facility and future park-n-ride facility, a study will be conducted for current and future bus routes that will prioritize target areas and potential sites for bus services and shelters to meet the growing needs of the community and maximize usage of sheltered stops. The study is expected to be completed by summer 2022.

Total Project Cost: $280,805 ($224,644 federal)
Funding Source: Sect. 5307 (80%) / State (10%) / Local (10%)

Cool Springs Transportation Study (Franklin)
This comprehensive study reviews the Cool Springs area's existing traffic conditions, along with approved, ongoing development and its effects on the transportation infrastructure in this area over the next 10 years. The study will then develop recommendations for future development and redevelopment within this area of Franklin as it relates to traffic impacts and analysis. It is anticipated this study will result in updated needs/requirements for Traffic Impact Studies (TIS) for new development. The Cool Springs Transportation Study is currently underway and has a budget of $290,100.
Agenda Item 3b.

Revisions to the Organizational Bylaws of the Transportation Policy Board

Background

On June 15, the MPO Planning Oversight Committee (POC) met to discuss proposed revisions to the Bylaws of the Transportation Policy Board in order to eliminate a long-standing requirement that the MPO sponsor agency (now GNRC) receive formal concurrence from the POC in order to pay consultant invoices related to activities included in the approved Unified Planning Work Program. The proposed revision replaces the requirement with a monthly report from staff on the progress of activities.

The Planning Oversight Committee includes the following individuals:

- Smyrna Mayor Mary Esther Reed, Transportation Policy Board Chair
- Robertson County Mayor Billy Vogle, Transportation Policy Board Vice Chair
- Mr. Glenn Harper, Transportation Coordination Committee Chair
- Ms. Faye DiMassimo, Nashville-Davidson Urbanized Area Representative
- Mr. Jim Kerr, Murfreesboro Urbanized Area Representative
- Mr. Jonathan Russell, TDOT Representative
- Wilson County Mayor Randall Hutto, County Representative
- Spring Hill Mayor Rick Graham, Non-Urbanized Area City Representative

The proposed revisions were presented to membership at the July 15, 2020 meeting of the Transportation Policy Board and deferred for adoption at the August 19 meeting.

Recommendation

Adopt Resolution TPB 2020-05 revising the bylaws.
RESOLUTION TPB-2020-05
A RESOLUTION AMENDING THE ORGANIZATIONAL BYLAWS OF THE NASHVILLE AREA
METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Greater Nashville Regional Council (GNRC) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process across the Nashville metropolitan planning area (MPA) comprised of Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties, and

WHEREAS, the Transportation Planning Prospectus (Prospectus) for the MPA provides an overview of the organizational structure, roles and responsibilities, and planning procedures used by transportation planning partners and agencies involved in the regional transportation planning process; and

WHEREAS, the Transportation Policy Board (TPB) 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 MPA who are members of the Nashville Area Metropolitan Planning Organization (MPO); and

WHEREAS, the Prospectus houses the Organizational Bylaws (Bylaws) of the TPB to establish the board’s composition and voting structure and to define the duties and responsibilities of the board, its officers, and the Planning Oversight Committee (POC); and

WHEREAS, the POC recommends a change to the Bylaws to revise the procedures required for the review and approval of consultant expenses incurred by GNRC on behalf of the TPB; and

WHEREAS, the POC further recommends language be added to the Bylaws to reflect the opportunity for the TPB and POC to conduct meetings by electronic or virtual means with permitted by state law or through a declaration of emergency; and

WHEREAS, the proposed revisions to the Bylaws were presented to the members of the TPB at its regular meeting held on July 15, 2020;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization, that that the Bylaws be amended to make the recommended changes to the procedures for approving consultant expenses and 2) to permit the Transportation Policy Board and the Planning Oversight Committee to meet by electronic means when permitted by law.

Adopted this 19th day of August, 2020 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Mary Esther Reed,  Sean Pfalzer,
Transportation Policy Board Chair  MPO Coordinator
Proposed Edits to the Organizational Bylaws of the Transportation Policy Board, Presented July 15, 2020

COLOR KEY:
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Recommend for adoption at August TPB Meeting (first reading on July 15)
Deferred Changes for Future Discussion

Article 1. Name

A. The name of the organization shall be the “Nashville Area Metropolitan Planning Organization” or “MPO.”

B. The governing body shall be the “Transportation Policy Board” or “Policy Board.”

Article 2. Composition and Voting

A. The Policy Board shall be comprised of the principal elected official from each county and municipal government located within the approved metropolitan planning area of the MPO to include each county government and each municipal government with a population of 5,000 or more people as of the last decennial U.S. Census.

B. The Metropolitan Government of Nashville-Davidson County shall have two seats on the Policy Board occupied by the Metropolitan Mayor and Metropolitan Vice-Mayor to represent the former county and city governments.

C. The Policy Board also shall include the Governor of Tennessee, a representative of the Greater Nashville Regional Council, a representative of area public transit operators, a representative of county highway officials, the Tennessee Division Administrator of the Federal Highway Administration, and the Region IV Administrator of the Federal Transit Administration.

D. Each member of the Policy Board shall vote on proposed actions except for those in seats designated for the Federal Transit Administration, the Federal Highway Administration, and any member of the board designated to serve as the MPO Sponsor Agency per Article 3, Part H of these Bylaws, unless such member is a local municipality or county government.

Article 3. Duties and Responsibilities

A. The Policy Board shall serve as the policy-making body of the designated MPO for the Nashville-Davidson Urbanized Area, the Murfreesboro Urbanized Area, and all other parts of the Tennessee counties of Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson in order to provide a central forum for cooperative transportation decision-making in accordance with the provisions of Title 23, Part 450 of the Code of Federal Regulations.

B. The Policy Board shall, in cooperation with the Governor, adjust the boundary of the metropolitan planning area defined in Part A of this Article, as necessary, to account for continued urbanization of the region and to delineate the geography represented by the Policy Board and included in MPO plans and programs.
C. The Policy Board shall adopt and maintain a Transportation Planning Prospectus to describe the planning process and products, organizational structure, and decision-making procedures of the MPO.

D. The Policy Board shall adopt and maintain a Public Participation Plan to inform the public and interested stakeholders about the opportunities to participate in the planning process and to review and comment on plans and programs scheduled for adoption by the Policy Board.

E. The Policy Board shall adopt and maintain a Regional Transportation Plan to identify and prioritize multi-modal transportation needs and financial resources anticipated over the next 20 to 25 years.

F. The Policy Board shall adopt and maintain a Transportation Improvement Program to account for transportation projects scheduled for implementation during the next 4 to 5 years to include, at a minimum, all projects in receipt of funding provided under titles 23 and 49 of U.S.C.

G. The Policy Board shall adopt and maintain a Unified Planning Work Program to direct the research and planning activities to be carried out in support of federal planning requirements and to identify the use of federal transportation planning grants made available under titles 23 and 49 of U.S.C. and the required matching funds.

H. The Policy Board shall identify a Sponsor Agency to administer federal planning grants, execute contracts, and develop plans and programs on behalf of the MPO.

I. The Policy Board shall establish a Planning Oversight Committee to ensure that MPO planning funds are expended by the Sponsor Agency and other partners in a manner consistent with the adopted Unified Planning Work Program and to negotiate and monitor the terms of agreement with the Sponsor Agency.

J. The Policy Board shall establish a Technical Coordinating Committee comprised of professional staff from MPO member jurisdictions, state and federal agencies, and other relevant organizations to assist in the development and implementation of MPO plans and programs.

K. The Policy Board shall establish standing or ad hoc study committees as required to ensure cooperative, comprehensive, and continuing transportation planning is carried out across the planning area.

**Article 4. Officers**

A. The Policy Board shall elect a chairperson and vice-chairperson from its membership. Such election shall be by a majority of the membership.

B. Only those members on the Policy Board who serve as an elected official of a municipal or county government may serve in the role of chairperson or vice-chairperson.

C. Election of officers shall take place on or before the first meeting of the calendar year and the term of office shall be for one year or until such time as new officers are elected.

D. Officers may succeed themselves, with no limitation to number of terms, contingent upon eligibility as the result of being an elected official per Part B of this Article.

E. The executive director of the Sponsor Agency, or their designee, shall serve as the recording secretary to the Policy Board for the purposes of noticing meetings and recording minutes.
Article 5. Duties of the Chairperson

A. The chairperson, or in their absence the vice-chairperson, shall preside at all meetings of the Policy Board. In the event neither officer is present, the chairperson's representative or the vice-chairperson’s representative shall preside.

B. The chairperson shall authenticate and the secretary shall attest, by signature, all resolutions adopted by the Policy Board and the approved minutes of each meeting.

C. The chairperson shall have the right to debate and vote on any issue before the Policy Board.

D. The chairperson or his/her designated representative shall represent the Policy Board at hearings or meetings as required.

E. Should the office of chairperson or vice-chairperson become vacant, the Policy Board shall elect a successor for the unexpired term of office at its next regular meeting.

Article 6. Duties of the Planning Oversight Committee

A. The committee shall monitor the progress of activities identified the Unified Planning Work Program, and review and approve requests for reimbursement of expenses incurred by consultants contracted by the Sponsor Agency on behalf of the MPO. The committee shall be provided a monthly staff report on the progress of MPO activities including the status of ongoing consultant contracts and any necessary corrective actions that will ensure the timely completion of projects, by the provide the Policy Board an update on the work program activities at least quarterly.

B. The committee shall be responsible for recommending the terms of agreement with the Sponsor Agency selected to administer MPO planning grants and to provide staffing services to the MPO. The committee shall present its recommendations to the Policy Board for approval.

C. The committee shall consist of the chairperson and vice-chairperson of the Policy Board, the chairperson of the Technical Coordinating Committee, Policy Board members that represent the largest city within each Census-defined Urbanized Area located within the metropolitan planning area, a member of the Policy Board representing a municipality located outside of an Urbanized Area, a member of the Policy Board representing a county government, and a representative of the Tennessee Department of Transportation.

D. The members of the committee representing a municipality located outside of an Urbanized Area and a county government shall be appointed by the Policy Board chairperson, and confirmed by a simple majority of the Policy Board membership at the first meeting of each calendar year.

E. The committee shall meet in-person to conduct business unless meeting by electronic means is otherwise permitted by state law or through a declaration of emergency.

F. The committee shall be permitted to approve MPO expenditures consistent with the publicly adopted Unified Planning Work Program through electronic communication.

Article 7. Meetings

A. The Policy Board shall meet no less than quarterly, but as often as required to accomplish its duty to carry-out the relevant federal metropolitan planning requirements. Meetings shall be conducted in-person unless meeting by electronic means is otherwise permitted by state law or through a declaration of emergency.
B. Prior to the end of a calendar year, the Policy Board shall adopt and publish a schedule of meetings for the upcoming calendar year in accordance with procedures outlined in the Public Participation Plan. All meetings of the Policy Board shall be open to the public.

C. Each Policy Board member may designate, in writing, an alternate representative to serve at meetings of the Policy Board or Planning Oversight Committee during said member’s absence. The representative shall have full voting privileges in the member’s absence.

D. The presence of a majority of the Policy Board membership or designated alternates at board meetings shall constitute a quorum for business transaction.

E. Special Meetings may be called by the chairperson or recording secretary. Written notification of the time, place and purpose of the meeting shall be sent to each member at least three (3) days prior to the meeting. At a special meeting, only the business designated as the purpose of the meeting may be transacted. Special meetings must be publicly noticed in accordance with the procedures established by the adopted Public Participation Plan.

F. Amendments to the meeting agenda of the Policy Board must be approved by a two-thirds vote of a quorum of the Policy Board.

G. The voting on all questions coming before the Policy Board shall be by voice vote. The recording secretary or any member may ask for a roll call vote and the ayes and noes shall be entered upon the minutes of such meeting. If a motion on a question fails, deliberation shall continue until a motion of definitive action is offered and passed.

H. Each action of the Policy Board shall be recorded in the minutes and supporting documentation retained. All minutes shall be made available to the public.

I. The Policy Board may defer action on any item provided the reason for deferral is reflected in the motion to defer. All deferrals shall be considered at the next meeting of the board.

J. The grounds for disapproval of any motion shall be stated in the motion and recorded in the minutes.

**Article 8. Rules of Order**

A. The Policy Board shall conduct business as prescribed in Robert's Rules of Order unless provided otherwise by these Bylaws.

B. Unless otherwise appointed by the chairperson, the chief legal counsel of the Sponsor Agency shall serve as the Parliamentarian to the Board in order to provide assistance with the interpretation and application of the rules and Bylaws.

C. The Policy Board is the final authority as to the meaning of these rules. Occasionally, the board may make an exception to these rules for extraordinary cases, setting out the reasons therefore.

**Article 9. Effective Date & Amendments**

A. These Bylaws shall be effective upon adoption. Any other Bylaws of this Policy Board, or the preceding “MPO Executive Board,” shall be repealed.

B. A certified copy of these Bylaws shall be maintained by the recording secretary to the board.
C. These Bylaws may be amended by an affirmative vote of a quorum of the Policy Board. A Bylaws change shall be presented for consideration at any board meeting with adoption being deferred until a subsequent publicly-noticed meeting.

D. Any changes to the voting structure of the Policy Board, or to the metropolitan planning boundary it represents, must be carried out in accordance with 23 CFR 450.
Agenda Item 4a.

Proposed Amendments to the FYs 2020-2023 TIP

Background

The following amendments have been requested by project sponsors as part of the Cycle D TIP amendment schedule.

<table>
<thead>
<tr>
<th>Amend #</th>
<th>TIP #</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Action</th>
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<td>2020-18</td>
<td>2020-47-105</td>
<td>LaVergne Advanced Traffic Management System</td>
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<td>2020-19</td>
<td>2020-17-106</td>
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<td>2020-67-107</td>
<td>Brentwood Signal System Upgrades</td>
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<td>2020-023</td>
<td>2020-17-110</td>
<td>West End Avenue (SR-1/US70S)/Broadway (SR-1/SR-24/US70) ITS Communication Upgrade</td>
<td>Metro Nashville</td>
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</tr>
<tr>
<td>2020-024</td>
<td>2020-19-111</td>
<td>Clean Trips to School</td>
<td>Walk Bike Nashville</td>
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<td>2020-025</td>
<td>2008-51-032</td>
<td>East-West Corridor (Albert Gallatin Ave (SR-174)/Hatten Track Rd Extension)</td>
<td>Gallatin</td>
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<td>2020-026</td>
<td>2011-41-144</td>
<td>Cherry Lane Extension with I-840 Interchange</td>
<td>Murfreesboro</td>
<td>Program CONST; add funds</td>
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Schedule

- Aug 5 – Initial Presentation to the TCC
- **Aug 19 – Initial Presentation to the Transportation Policy Board (TPB)**
- Aug 21- Sept 16 – Public Review and Comment
- Sept 2 – Final TCC Presentation
- Sept 16 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

For information only. The amendments will be released for public review and comment and brough back before the TPB in September.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-018

TIP #: 2020-47-105
2040 RTP ID: Congestion Management
Project: LaVergne Advanced Traffic Management System
Requested By: LaVergne
Proposed Changes: Add project
Total Project Cost: $2,761,900

TO: $2,761,900

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Amendment Description

This amendment proposes to add the project to the TIP with $2,675,750 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the construction of an advanced traffic management system to manage signals at intersections located on Murfreesboro Rd (SR-1), Old Nashville Hwy, and Waldron Rd. Improvements at signalized intersections will include upgraded signal cabinets and traffic controllers, upgraded signal heads, radar detection, and fiber optics for the communications network. Additional improvements include enhancements to area WeGo bus stops and ADA elements at intersection crossings.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-019

TIP #: 2020-17-106
2040 RTP ID: Congestion Management
Project: Vanderbilt University MoveVU Program
Requested By: Vanderbilt University
Proposed Changes: Add project
Total Project Cost: $8,425,000

TO: $8,425,000

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Amendment Description

This amendment proposes to add the project to the TIP with $4,212,500 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the implementation of transit and campus shuttle improvements, public outreach and education, bike share and micro-mobility management, and data and technology related to congestion reduction, traffic flow improvements, and parking and curbside management.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-020

TIP #: 2020-67-107
2040 RTP ID: Congestion Management
Project: Brentwood Signal System Upgrades
Requested By: Brentwood
Proposed Changes: Add project
Total Project Cost: $2,196,000

TO: $2,196,000

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Amendment Description

This amendment proposes to add the project to the TIP with $2,078,000 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the enhancement of traffic signal systems along 6 corridors in Brentwood: Concord Rd (SR-253), Moores Ln (SR-441), Wilson Pk (SR-252), Murray Ln, Granny White Pk, and Maryland Way/Church St. Improvements include the installation of video detection equipment, ADA improvements at pedestrian crossings, and optimized signal timings.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-021

TIP #: 2020-17-108

2040 RTP ID: Congestion Management

Project: Goodlettsville Traffic Flow Improvements & Traffic Signal Upgrades – Phase 3

Requested By: Goodlettsville

Proposed Changes: Add project

Total Project Cost: $3,006,000

TO: $3,006,000

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Amendment Description

This amendment proposes to add the project to the TIP with $2,903,000 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves traffic signal infrastructure upgrades and signal coordination along three major corridors in Goodlettsville: Long Hollow Pk (SR-174), Conference Dr, and Main St (SR-11/US31W/US41). Improvements will include the installation of traffic adaptive technology, including video detection, new mast arms, new signals, flashing yellow arrows, new signal control cabinets, wireless communications, and ADA improvements.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-022

TIP #: 2020-19-109
2040 RTP ID: Congestion Management
Project: Nashville Connector
Requested By: Metro Nashville
Proposed Changes: Add project
Total Project Cost: $1,769,494

TO: $1,769,494

<table>
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<th>Type of Work</th>
<th>Funding</th>
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Amendment Description

This amendment proposes to add the project to the TIP with $1,415,597 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves support for Metro Nashville’s Nashville Connector initiative, which aims to improve transportation demand management for commuters in the Metro Nashville area. Funding will support the program’s administration, including salaries, supplies, staff meetings and development, and equipment.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-023

TIP #: 2020-17-110
2040 RTP ID: Congestion Management
Project: West End Avenue (SR-1/US70S)/Broadway (SR-1/SR-24/US70) ITS Communication Upgrade

Requested By: Metro Nashville
Proposed Changes: Add project
Total Project Cost: $3,053,780

TO: $3,053,780

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Total

3,053,780 | 2,953,100 | 0 | 100,680

Amendment Description

This amendment proposes to add the project to the TIP with $2,953,100 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the connecting or upgrading of communications infrastructure for signals along West End Avenue/Broadway (SR-1/US70S) from I-440 to First Avenue in order to increase the speed and reliability of communications with the traffic operation center. The project will include installation of aerial and/or underground fiber optic cable, the replacement of loop detectors with radar detection, and signal timing and optimization.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-024

TIP #: 2020-19-111
2040 RTP ID: Congestion Management
Project: Clean Trips to School
Requested By: Walk Bike Nashville
Proposed Changes: Add project
Total Project Cost: $387,993

TO: $387,993

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Amendment Description

This amendment proposes to add the project to the TIP with $310,394 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project establishes a safe routes to school educational and outreach program to be implemented in Nashville schools by the Walk Bike Nashville organization. The program will aim to reduce car trips by encouraging active transportation through education and incentives and will develop educational materials suitable for all of MNPS.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-025

TIP #: 2008-51-032
2040 RTP ID: 1052-120
Project: East-West Corridor (Albert Gallatin Ave (SR-174)/Hatten Track Rd Extension)

Requested By: Gallatin
Proposed Changes: Add funds
Total Project Cost: $40,000,000

FROM: $2,500,000

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TO: $4,200,000

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Amendment Description

This amendment proposes to add $1,360,000 federal HIP funds to the project.

This project widens the existing roadway to five lanes with curb and gutter between Blythe Ave and North Water Ave and constructs a new 2-lane divided median roadway connection between Blythe Ave and SR-109. Right of way for a 5-lane minor arterial (including sidewalks) along the entire route between US-31E and SR-109 and at the intersection of SR-109 and Hatten Track Rd will be acquired to allow for a future interchange at this location.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-026

TIP #: 2011-41-144
2040 RTP ID: 1041-129
Project: Cherry Lane Extension with I-840 Interchange
Requested By: Murfreesboro
Proposed Changes: Program CONST; add funds
Total Project Cost: $32,028,000

FROM: $6,000,000

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TO: $8,000,000

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Amendment Description

This amendment proposes to add $1,600,000 federal M-STBG funds for ROW to the project from unprogrammed Murfreesboro Urbanized Area funds and to program $4,800,000 federal M-STBG funds for CONST currently held in reserve.

This project will construct a new 5 lane facility needed to provide alternative access to and relieve congestion on NW Broad (US-41/70) and Thompson Lane (SR-268) in Murfreesboro.
Agenda Item 4b.

Environmental Quality and Social Equity Considerations for the Regional Transportation Plan

Staff will present preliminary analysis of environmental conditions and trends and factors related to social equity and inclusion in order to facilitate conversation about how the Regional Transportation Plan should account for each.

Recommendation

For information only
Conditions & Trends

Air
- Monitoring Sites
- Ambient Air Quality
- NAAQS

Water
- Wetlands
- Water Quality
- Flood Risk

Land
- Habitat & Wildlife
- Forest Resources
- Agricultural Production

Sociocultural
- Historic Sites
- Archaeology
- Religious/Academic
AIR QUALITY 2020

Attainment

Source: U.S. EPA

- Ozone
- Ozone & PM 2.5
- PM 2.5
- CO
- NO₂

SolveThisTogether.org
Track the most recent daily AQI values relative to the 20-year high and low and the average of the last five years.

More information: The most recent AQI values are based on available ozone and PM2.5 data from AirNow (see "Use of AirNow Data" info box). The 20-year high/low backdrop is based on AQS data from 2000-2019. It shows the range of the highest and lowest daily max AQI values on each date. The 5-year average is based on AQS data from 2015-2019. It shows the average of daily max AQI values on
Total Area (Sq. Mi.)
3,949
Cumberland
78%
Tennessee
18%
Green (KY)
4%

Source: USGS
Total Population
1.65 million
Cumberland 91%
Tennessee 7%
Green (KY) 1%

Source: GNRC Land Use Model
Developed Parcels
491k
Cumberland
90%
Tennessee
8%
Green (KY)
1%

Source: GNRC Land Use Model
Total Area (Sq. Mi.)
3,949
High Density 5%
Medium Density 7%
Low Density 10%
Undeveloped 72%

Source: GNRC Land Use Model
Total Area (Sq. Mi.)
252
Cumberland
88%
Lower Tennessee
10%
Green (KY)
2%

Source: GNRC
Total Area (Acres)
26,807
Freshwater Emergent
9%
Freshwater Forested
48%
Freshwater Pond
43%

Source: USGS
MPO Assessed Waters
~5,018 miles
Impaired
29%
Impaired Key Parameters
17%

Source: TDEC

SolveThisTogether.org
100-Year Floodplain
18,033 properties
$2.9 billion

500-Year Floodplain
6,881 properties
$2.8 billion

Source: FEMA
Aquatic
217 miles
Aquatic Upstream
754,972 acres
Terrestrial
82,950 acres
Subterranean
279,808 acres

Source: TWRA
Low Density
10%
Moderately Low
42%
Moderately High
30%
High Density
18%

Source: GNRC
Vulnerable Populations

- Racial Minority Population
- Ethnic Minority Population
- Families Living in Poverty
- Limited English-Speaking Households
- Disabled Population
- Senior (65+) Population
- Unemployed
- Single-Mother Households
- Carless Households
66% of the region’s seniors live in Senior Vulnerable Areas.

Source: ACS 5-year Estimates 2014-2018
73% of the region’s non-white population live in Racial Minority Vulnerable Area.

Source: ACS 5-year Estimates 2014-2018
76% of the region’s Hispanic/Latino population live in Ethnic Minority Vulnerable Area

Source: ACS 5-year Estimates 2014-2018
64% of the region’s Disabled population live in Disabled Vulnerable Area

Source: ACS 5-year Estimates 2014-2018
74% of the region’s Single Mother Households live in Single Mother Vulnerable Area

Source: ACS 5-year Estimates 2014-2018
79% of the region’s Carless Households are in Carless Vulnerable Area.

Source: ACS 5-year Estimates 2014-2018
90% of the region’s Limited English Households live in LEP Vulnerable Area.

Source: ACS 5-year Estimates 2014-2018
73% of the region’s Unemployed population live in Unemployed Vulnerable Area

Source: ACS 5-year Estimates 2014-2018
77% of the region’s families below the poverty level live in Poverty Vulnerable Areas.

Source: ACS 5-year Estimates 2014-2018
Agenda Item 4c.

Scenarios for Setting Regional Roadway Safety Performance Targets as part of the Regional Transportation Plan

Background

Staff will present options for setting regional targets for roadway safety performance in conjunction with the update to the Regional Transportation plan. In advance of the discussion, staff has prepared county-level safety performance profiles.

Recommendation

For information only. Formal action will be taken in conjunction with the adoption of the 2021-2045 Regional Transportation Plan in February 2021.
Overview of Target Options

The Safety Performance Management Measures 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

For the 2045 RTP, staff proposes the following options for consideration:

1. **“Support State”** - Annual MPO adoption of state targets
2. **“Cap Fatalities”** - Do not exceed baseline of 197 traffic fatalities annually
3. **“1% Annual Reduction”** - 1% annual decrease (compounding) out to 2045
4. **“50% Overall Reduction”** - 50% overall decrease by 2045
5. **“Vision Zero (Greatest Reduction)”** - 16% annual decrease (compounding) out to 2045
## Target Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Baseline 2015-2019</th>
<th>Proposed Target 2045</th>
<th>Average Annual Number</th>
<th>Average Annual Percent</th>
<th>Additional Lives Saved Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support State</td>
<td>1022.0 (MPO: 197)</td>
<td>N/A (2016-2020 target: 1,043.4)</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Cap Fatalities</td>
<td>197</td>
<td>197</td>
<td>197</td>
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<tr>
<td>1% Annual Reduction</td>
<td>197</td>
<td>152</td>
<td>181</td>
<td>-1%</td>
<td>638</td>
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<tr>
<td>50% Overall Reduction</td>
<td>197</td>
<td>99</td>
<td>141</td>
<td>-2.6%</td>
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<td>Vision Zero (Greatest Reduction)</td>
<td>197</td>
<td>2</td>
<td>39</td>
<td>-16%</td>
<td>4,099</td>
</tr>
</tbody>
</table>
Target Options - Fatalities
Agenda Item 4d.

Weighted Priorities for the Policy Framework of the Regional Transportation Plan

**Background**

Staff will present initial results from a survey being conducted among TCC members to help develop priority weights for each of the goals identified in the RTP Policy Framework. The weights will be used to prioritize projects for funding as the plan is developed.

This Policy Framework presents six regional goals and establishes the need to identify specific, measurable objectives to help ensure that the desired outcomes of the plan are being achieved through the implementation of its recommendations.

**Recommendation**

For information only.
Call-for-Projects and General Framework for the Development of the Regional Transportation Plan

Call-for-Projects
The current transportation plan, adopted in 2016, allocates more than $8 billion in anticipated federal grants and matching funds to transportation projects through 2040. A major update is scheduled for release in mid-2020 with adoption in early 2021. A call-for-projects is one of the first major acts by the Transportation Policy Board to engage TDOT and other participating jurisdictions in finding specific solutions to solve Middle Tennessee’s transportation challenges. Interested parties may respond at Apply.NashvilleMPO.org by December 31, 2019.

Decision-making Authority of the Transportation Policy Board
The Transportation Policy Board (TPB) is empowered by federal law to serve as the primary forum for collaboration among local elected officials, public transit operators, TDOT, and other state and federal agencies in order to negotiate a mutually beneficial plan to invest in roadways, bridges, public transit, and other transportation facilities across the greater Nashville area.

Purpose of the Regional Plan
Direct the investment of public funds to provide for a safe and reliable transportation system that helps local communities thrive and contributes to the economic productivity of the region and state.

Shared Responsibilities of Participating Jurisdictions
- Work cooperatively across political boundaries, levels of government, socioeconomic groups, and economic sectors to identify a shared vision for the region.
- Be willing to prioritize transportation needs according to the known constraints, fiscal or otherwise.
- Identify strategies and resources to overcome anticipated obstacles to success.
- Consider future generations and long-term trends while determining short-range priorities.
- Think comprehensively about the relationship between transportation decisions and those related to housing, the economy and jobs, land use and community design, conservation and preservation, social services, among others.
- Measure performance to monitor progress and improve the effectiveness of future decisions.

Guiding Principles (Proposed)
A philosophy that encompasses a set of values that guide the decisions of the TPB to ensure that its plans and programs contribute to a broad array of community benefits.

- **Livability** - Enhance quality of life by prioritizing initiatives that increase opportunities for housing, learning, employment, recreation, and civic involvement while maintaining affordability.
- **Prosperity** - Contribute to the region’s economic productivity by prioritizing solutions that connect workforce with jobs, improve access to markets, and leverage additional investment.
- **Sustainability** - Encourage growth and prosperity without sacrificing the health, natural or historical assets, or financial stability of this or future generations.
- **Diversity** - Find solutions that balance the variety of perspectives across Middle Tennessee and ensure local context, community character, and cultural identity are respected in the process.

Emerging Issues and Related Concerns
- Rapid pace of change
- Worsening traffic congestion
- Affordability of housing
- Inequitable prosperity
Lack of transit options and recent cuts  
Poor walkability/ pedestrian safety  
Increasingly complex environment (scooters, construction, etc.)  
Outdated traffic control technology  
Confusion among general public about plans  
Slow project delivery  
Right-of-way costs  
Lack of funding for transportation need

**Goals & Objectives**
Desired outcomes that are transportation-related, expressed either in broad terms (goal) or as a measurable accomplishment (objective). Objectives will be developed throughout the planning process.

- Maintain State of Good Repair for Roadways, Bridges, and Transit Systems
- Improve Safety for the Traveling Public and Freight Haulers
- Mitigate Congestion to Keep the Region Moving
- Increase Access to Economic Opportunity for all Middle Tennesseans
- Minimize Disruptive Impacts of Transportation Systems and Improvements
- Align with Other Local, Regional, and Statewide Policies and Plans

**Strategies**
A general approach or method, or a broadly defined action that can be deployed to help achieve a desired outcome; A means to an end. The following is an illustrative list of potential strategies.

- Take a “Fix-it-first” approach
- Reinvest in existing infrastructure
- Corridor preservation and access management
- Promote the implementation of “complete streets”
- Increase choice through expanded multimodal options
- Empower travelers with data and information
- Adopt emerging technologies
- Leverage other public funds or private investment

**Actions or Tactics**
A specific action or step that can be implemented to achieve a desired outcome or to advance a strategy.

- Physical improvements or upgrades
- Legislation, policies, rules, regulations
- Incentives and rewards
- Studies, research, data analysis
- Educational or promotional programming

**Evaluation & Prioritization Factors**
Metrics, indicators, and qualitative analysis used to assess the merit of proposed strategies or actions in helping to achieve the desired goals and objectives.

- Policy environment – regulations, policies, zoning and development regulations, etc.
- Physical environment - Building footprints, infrastructure, land, environmental assets, etc.
- Socioeconomics - households, population, jobs, race, ethnicity, income, auto ownership, etc.
- Transportation performance - traffic incidents, travel times, level of service, service frequency, etc.
- Project delivery - costs, impacts, capability of agency, right-of-way needs, local support, etc.

**Regional Priorities**
The strategies or actions that are determined to be the most important for resource allocation or focused effort over the near-term.
Glossary of Terms for the RTP Policy Framework

Guiding Principle – A philosophy that encompasses a set of values that guide the decisions of the TPB to ensure that its plans and programs contribute to a broad array of community benefits.

Goal – Desired outcome expressed in broad terms and achieved over the long-term.

Objective – Desired outcome that helps achieve a stated goal and which can be measured over a defined period of time using performance measures or metrics.

Performance Measure – A direct observation or prediction of a particular condition or behavior associated with at least one objective (i.e., vehicle miles traveled - in relation to the objective to reduce travel distance).

Indicator – A data point not associated with any specific or particular goal or objective (i.e., 5% increase in residential population).

Metric – A performance measure combined with additional information for the purposes of establishing a relative value (i.e., Daily VMT per capita).

Target – A desired value or outcome related to a performance measure or metric (i.e., Reduce average VMT per capita to less than 30 miles per day).

Strategy – A general approach or method, or a broadly defined action that can be deployed to help achieve a desired outcome; A means to an end.

Tactic – A specific action or step that can be implemented to achieve a desired outcome or to advance a strategy.

Priority – A strategy or action that is determined to be important for resource allocation or implementation.

Common Acronyms

CO – Carbon Monoxide
CO2/GHG – Carbon Dioxide/ Greenhouse Gas
FF – Free Flow (speed)
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
LM – Lane Miles
LOS – Level of Service
MPO – Metropolitan Planning Organization
NOx – Oxides of Nitrogen
PM – Performance Measure
RTP – Regional Transportation Plan
TCC – Transportation Coordinating Committee
TDOT – Tennessee Department of Transportation
TPB – Transportation Policy Board
VHT – Vehicle Hours Traveled
VMT – Vehicle Miles Traveled
VOC – Volatile Organic Compounds

Prepared by the Greater Nashville Regional Council
For Discussion – December 4, 2019
2045 Regional Transportation Plan Policy Framework
Initial Set of Goals and Objectives

Goal 1. Maintain **State of Good Repair** for Roadways, Bridges, and Transit Systems
   1. Maintain roadway pavement conditions
   2. Maintain bridge deck conditions
   3. Repair or replace deficient bridges
   4. Maintain transit assets

Goal 2. **Improve Safety** for the Traveling Public and Freight Haulers
   5. Reduce crashes (traffic incidents)
   6. Reduce traffic fatalities
   7. Reduce serious injuries from crashes
   8. Improve safety for pedestrians and cyclists

Goal 3. **Mitigate Congestion** to Keep the Region Moving
   9. Minimize travel delays
   10. Improve corridor-level travel time reliability
   11. Increase access to non-SOV options
   12. Reduce travel distances

Goal 4. **Increase Access to Economic Opportunity** for all Middle Tennesseans
   13. Increase system-level capacity to support economic growth
   14. Improve connectivity between jobs and workforce
   15. Ensure affordable transportation options
   16. Increase efficiency of freight movement

Goal 5. **Minimize Disruptive Impacts** of Transportation Systems and Improvements
   17. Build resiliency into the transportation system
   18. Minimize pollution from vehicle emissions
   19. Minimize conflict with conservation priorities
   20. Minimize disproportionate impacts on vulnerable neighborhoods

Goal 6. Align with Other Local, Regional, and Statewide **Policies and Plans**
   Under development

Prepared by the Greater Nashville Regional Council
For Endorsement - December 11, 2019
# 2045 Regional Transportation Plan Policy Framework

## Initial Set of Performance Measures

<table>
<thead>
<tr>
<th>ID</th>
<th>Type</th>
<th>Performance Measure</th>
<th>Goals</th>
<th>Objectives</th>
<th>CMP</th>
<th>FED</th>
<th>Modal Element</th>
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<tbody>
<tr>
<td>1</td>
<td>Condition</td>
<td>Percent of Federal-Aid routes in good or poor condition</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
<td>Roadway</td>
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<td>Condition</td>
<td>Percent of Interstate pavement in good or poor condition</td>
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<td>3</td>
<td>Condition</td>
<td>Percent of Non-Interstate NHS in good or poor condition</td>
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<td>Condition</td>
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<td>2</td>
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<td>Condition</td>
<td>Number of bridges that are functionally obsolete</td>
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<td>3</td>
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<td>Condition</td>
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<td>7</td>
<td>Condition</td>
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<td>4</td>
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<td>8</td>
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<td>Percent of public transit non-revenue vehicles exceeding useful life benchmark</td>
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<td>Transit</td>
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<td>Condition</td>
<td>Percent of public transit revenue vehicles exceeding useful life benchmark</td>
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<td>Condition</td>
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<td>1,2,9,10</td>
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<td>Capacity</td>
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<td>Capacity</td>
<td>Number of transit revenue hours</td>
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<td>Capacity</td>
<td>Frequency of transit service (headway)</td>
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<td>Capacity</td>
<td>Percent of park-n-ride lots with transit service</td>
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<td>Utilization</td>
<td>Vehicle miles traveled (VMT)</td>
<td>1,3</td>
<td>1,2,12</td>
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<td>Utilization</td>
<td>Roadway volumes</td>
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<td>1,2,12</td>
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<td>Utilization</td>
<td>Percent of roadway volume classified as freight</td>
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<td>Number of transit boardings and alightings at stops</td>
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<td>23</td>
<td>Utilization</td>
<td>Percent of commute destinations within county of residence</td>
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<td>12,14,15</td>
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<td>Utilization</td>
<td>Number of employers participating in transit pass programs</td>
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<td>Utilization</td>
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<td>Outcome</td>
<td>Fatality rate resulting from crashes</td>
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<td>29</td>
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<td>Number of fatalities resulting from crashes</td>
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<td>30</td>
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<td>Serious injury rate resulting from crashes</td>
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<td>31</td>
<td>Outcome</td>
<td>Number of serious injuries resulting from crashes</td>
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<td>5,8</td>
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<td>Outcome</td>
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<td>Outcome</td>
<td>Number of seriously injured pedestrians</td>
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<td>Outcome</td>
<td>Number of cycling fatalities</td>
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<td>36</td>
<td>Outcome</td>
<td>Number of seriously injured cyclists</td>
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<td>37</td>
<td>Outcome</td>
<td>Number of crashes involving public transit</td>
<td>2</td>
<td>5</td>
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<td>Transit</td>
</tr>
</tbody>
</table>

Prepared by the Greater Nashville Regional Council
For Endorsement - December 11, 2019

CMP = Element of the Congestion Management Process
FED = Required by federal performance-based planning regulations
### 2045 Regional Transportation Plan Policy Framework
#### Initial Set of Performance Measures

<table>
<thead>
<tr>
<th>ID</th>
<th>Type</th>
<th>Performance Measure</th>
<th>Goals</th>
<th>Objectives</th>
<th>CMP</th>
<th>FED</th>
<th>Modal Element</th>
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<tr>
<td>38</td>
<td>Outcome</td>
<td>Number of crashes involving freight</td>
<td>2,3,4</td>
<td>5,16</td>
<td>X</td>
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<td>Freight</td>
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<tr>
<td>39</td>
<td>Outcome</td>
<td>Roadway volume to capacity ratio</td>
<td>3,4</td>
<td>9,13</td>
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<td>Roadway</td>
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<td>40</td>
<td>Outcome</td>
<td>Travel speed as a percentage of expected free flow</td>
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<td>9</td>
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<td>41</td>
<td>Outcome</td>
<td>Peak hour excessive delay</td>
<td>3,4</td>
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<td>42</td>
<td>Outcome</td>
<td>Percent of VMT on congested routes</td>
<td>3,4</td>
<td>9,10</td>
<td>X</td>
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<td>Roadway</td>
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<tr>
<td>43</td>
<td>Outcome</td>
<td>Percent of Freight VMT on congested routes</td>
<td>3,4</td>
<td>9,10,16</td>
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<td>Freight</td>
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<td>44</td>
<td>Outcome</td>
<td>Vehicle hours traveled (VHT)</td>
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<td>9,14,15</td>
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<tr>
<td>45</td>
<td>Outcome</td>
<td>Interstate reliability</td>
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<td>MultiModal</td>
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<td>46</td>
<td>Outcome</td>
<td>Non-Interstate NHS reliability</td>
<td>3,4</td>
<td>10</td>
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<td>MultiModal</td>
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<tr>
<td>47</td>
<td>Outcome</td>
<td>Public transit service reliability (on-time)</td>
<td>3,4</td>
<td>10,15</td>
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<td>48</td>
<td>Outcome</td>
<td>Freight reliability on NHS</td>
<td>3,4</td>
<td>10,16</td>
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<td>Freight</td>
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<tr>
<td>49</td>
<td>Outcome</td>
<td>Average commute travel distance</td>
<td>3,4</td>
<td>12,14</td>
<td></td>
<td>X</td>
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</tr>
<tr>
<td>50</td>
<td>Outcome</td>
<td>Average commute travel time</td>
<td>3,4</td>
<td>9,14</td>
<td></td>
<td></td>
<td>MultiModal</td>
</tr>
<tr>
<td>51</td>
<td>Outcome</td>
<td>Pedestrian level of service</td>
<td>1,3</td>
<td>1,8,11,15</td>
<td></td>
<td>X</td>
<td>Non-Motorized</td>
</tr>
<tr>
<td>52</td>
<td>Outcome</td>
<td>Bicycle level of service</td>
<td>1,3</td>
<td>1,8,11,15</td>
<td></td>
<td></td>
<td>Non-Motorized</td>
</tr>
<tr>
<td>53</td>
<td>Outcome</td>
<td>Carbon Monoxide (CO) from vehicle emissions</td>
<td>5</td>
<td>18</td>
<td></td>
<td></td>
<td>MultiModal</td>
</tr>
<tr>
<td>54</td>
<td>Outcome</td>
<td>Oxides of Nitrogen (NOx) from vehicle emissions</td>
<td>5</td>
<td>18</td>
<td></td>
<td></td>
<td>MultiModal</td>
</tr>
<tr>
<td>55</td>
<td>Outcome</td>
<td>Particulate Matter (PM 2.5) from vehicle emissions</td>
<td>5</td>
<td>18</td>
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<tr>
<td>56</td>
<td>Outcome</td>
<td>Volatile Organic Compound (VOC) from vehicle emissions</td>
<td>5</td>
<td>18</td>
<td></td>
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<td>MultiModal</td>
</tr>
<tr>
<td>57</td>
<td>Outcome</td>
<td>Carbon Dioxide (CO2) levels vehicle emissions</td>
<td>5</td>
<td>18,19</td>
<td></td>
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<td>MultiModal</td>
</tr>
<tr>
<td>58</td>
<td>Proximity</td>
<td>Percent of households within 1/4 miles of frequent transit service</td>
<td>3,4</td>
<td>11,12,14,15,17</td>
<td>X</td>
<td></td>
<td>Transit</td>
</tr>
<tr>
<td>59</td>
<td>Proximity</td>
<td>Percent of households within 2 miles of park-n-ride lot</td>
<td>3,4</td>
<td>11,12,14,15,17</td>
<td>X</td>
<td></td>
<td>Transit</td>
</tr>
<tr>
<td>60</td>
<td>Proximity</td>
<td>Percent of jobs within 1/4 miles of frequent transit service</td>
<td>3,4</td>
<td>11,12,14,15,17</td>
<td>X</td>
<td></td>
<td>Transit</td>
</tr>
<tr>
<td>61</td>
<td>Proximity</td>
<td>Number of jobs within 30 minute transit commute</td>
<td>4</td>
<td>9,11,12,14,15</td>
<td></td>
<td></td>
<td>Transit</td>
</tr>
<tr>
<td>62</td>
<td>Proximity</td>
<td>Percent of jobs within 30 minute commute</td>
<td>4</td>
<td>9,12,14</td>
<td></td>
<td></td>
<td>MultiModal</td>
</tr>
<tr>
<td>63</td>
<td>Proximity</td>
<td>Acres of impervious surface within environmentally sensitive areas*</td>
<td>5</td>
<td>19</td>
<td></td>
<td></td>
<td>MultiModal</td>
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<tr>
<td>64</td>
<td>Proximity</td>
<td>Miles of right-of-way within environmentally sensitive areas*</td>
<td>5</td>
<td>19</td>
<td></td>
<td></td>
<td>MultiModal</td>
</tr>
</tbody>
</table>

**KEY:**
- **Condition:** Measure of the physical condition of infrastructure including a facility or equipment
- **Capacity:** Measure of the capacity of the transportation system including roadways and transit service
- **Utilization:** Measure of the demand or usage of the transportation system
- **Outcome:** Measure related to the resulting effects of the use of the transportation system
- **Proximity:** Measure of value within a distance of the transportation facility or related feature

Prepared by the Greater Nashville Regional Council
For Endorsement - December 11, 2019

CMP = Element of the Congestion Management Process
FED = Required by federal performance-based planning regulations