

MINUTES

TRANSPORTATION COORDINATING COMMITTEE Of the

Nashville Area Metropolitan Planning Organization

January 8, 2020

Attendees: Mr. Donald Anthony, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Doug Demosi, Mr. Richard Donovan, Mr. Keith Green, Mr. Glenn Harper, Mr. Mike Harris, Ms. Gina Head-Heiber, Mr. Stanton Higgs, Mr. Joe Horne, Ms. Katrina Jones, Mr. Jim Kerr, Mr. Bo Logan, Mr. Jonathan Marston, Mr. Eric McCann, Mr. Bill McCord, Mr. Addam McCormick, Mr. Chip Moore, Ms. Melanie Murphy, Mr. Andrew Pieri, Mr. Kevin Rigsby, Mr. Sean Santalla, Ms. Hannah Schaefer, Mr. Matt Schenk, Mr. Marty Sewell, Mr. Michael Skipper, Mr. Josh Suddath, Mr. Doug Vann, Mr. Alex West

Approval of the 12/4/19 Meeting Minutes

Mr. Glenn Harper, Chair, opened the meeting at 10:32 a.m. Mr. Tom Brashear moved to approve the meeting minutes with Mr. Bill McCord seconding. The motion passed unanimously.

Public Comment

There was no public comment.

Endorse Regional Priorities for TDOT's 3-year Work Program

Ms. Anna Emerson, Principal Planner, said that each year TDOT requests that the MPOs prioritize a list of candidate projects for their region. This list is then sent to the State Legislature for funding. Ms. Melanie Murphy said that TDOT focuses on projects that are ready-to-go.

Ms. Emerson said that the projects are prioritized in the following order: 1) projects ready for construction, 2) projects entering right-of-way acquisition, and 3) projects beginning preliminary engineering and design. She said that, within each group, newly identified TDOT Improve Act priorities that focus on roadway safety and operational improvements are ranked above all others. Next, the projects included in the current 2040 RTP are prioritized according to the project evaluation rankings computed during the development of the RTP. Finally, remaining projects not currently contained in the RTP are ranked last.

Mr. McCord asked if safety projects contained on the list need to be included in the RTP. Ms. Emerson said that some of the safety projects may need to be amended into the RTP once the State approves the Three-Year Work Program in the spring. Mr. Sean Santalla asked if any of the projects were added to the initial list of projects provided by TDOT. Ms. Emerson said no additional projects were added this year.

There were several other clarifying questions asked and answered.

Mr. Brashear moved to endorse the regional priorities for TDOT's 3-year work program with the comments included with the list when submitted. Mr. McCord seconded, and the motion passed unanimously.

Endorse Agreement with TDOT for TIP Modifications

Ms. Emerson said that the agreement provides options to streamline the certain types of changes to the regional TIP.

The changes are: 1) "Administrative adjustments" are now referred to as "administrative modifications", 2) addition to examples related to change in project scope and resulting level of modification needed, 3) MPO now required to include a self-certification form with each amendment package submitted to TDOT for review, 4) additional requirements related to transmittal of modification documentation, 5) Additional description related to rules that govern project cost overruns and underruns, and 6) additional description related to the consultation process with FHWA/FTA.

The MPO suggested limiting the need for funding-related amendments to changes in federal funding sources, only in order to reduce amount of amendments and wait times for projects in order to access construction funding. TDOT was not receptive to this suggestion and declined to incorporate the change into the new MOA.

Mr. Josh Suddath asked why TDOT was not supportive of this change. Ms. Murphy said she was not sure unless it was to remain consistent with the other MPOs. Mr. Felix Castrodad asked if there are established timelines for TDOT to respond to MPO TIP amendment requests. Ms. Emerson said that there are no timelines. Ms. Murphy said she did not know why. Mr. Suddath asked if the opportunity to make changes had passed. Ms. Emerson said that it seems so. Mr. Michael Skipper suggested that TCC members provide the Transportation Policy Board with additional changes for them to review.

Mr. Suddath moved to endorse the agreement with TDOT for TIP Modifications but wants TDOT to provide a written justification to the Transportation Policy Board for not incorporating the suggested change. Mr. Brashear seconded, and the motion passed unanimously.

Annual Update to the Safety Performance Measure

Mr. Sean Pfalzer, Transportation Planning Manager & MPO Coordinator, said that each year the safety performance measure targets must be updated as part of performance-based planning and performance management requirements for States and MPOs. These requirements were outlined through a series of rules published in the Federal Register.

The Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set performance targets for the following measures: 1) number of fatalities, 2) fatality rate (per 100 million VMT), 3) number of serious injuries, 4) serious injury rate (per 100 million VMT), and 5) number of non-motorized fatalities and serious injuries. The Transportation Policy Board (TPB) adopted the current MPO-level performance targets in January 2019 and is scheduled to update those targets in February 2020. The TBP might 1) choose to support State targets, 2) establish their own specific numeric targets, or 3) a combination of both.

Ms. Ashleigh Reeves provided an overview of recent trends for the five safety performance measures and explained how five-year rolling averages are used to set the targets. She said that the crash dashboard will be sent out the members to explore crash data in greater detail.

Mr. Pfalzer said that the deadline to adopt the targets is the end of February. He said that there will be additional opportunity to dig into desired outcomes and targets for safety through the update of the RTP.

Mr. McCord said that he is concerned that the predicted number of fatalities is acceptable. We need to strive for lower fatalities, and we should at least explore more ambitious targets that show a noticeable decline.

Ms. Murphy said that the MPO can set its own targets or go with the State's targets. Mr. Keith Free said that the challenge in not going with the State's is coming up with our own that does not have holes. The challenge is the growth rate of the area. It is important to push safety-related projects. Mr. Brashear asked if there is any consequence in funding if goals are not met. Mr. Santalla said no. Mr. McCord said that it is prudent to set more ambitious target for urban areas. Mr. Mike Harris asked if there is any link between crash/injury data and how a project would affect that. Mr. Max Baker said that high crash corridors have been considered previously. Mr. Pfalzer said that safety had the greatest weight of the scoring category for the current RTP. He said that later this month the members will be asked to rank the goal categories for

subsequent project evaluation. Mr. Santalla said that FHWA publishes data with specific strategies to address safety issues.

Asset Management Analysis & Forecasts

The GNRC has contracted with Cambridge Systematics to update its regional analysis of road, bridge, and transit asset conditions, and to produce forecasts for the future costs of maintenance over the life of the 25-year regional transportation plan.

Mr. Kevin Tilbury presented the results of the recent analysis of the roadways and bridges in the region. He said that \$38 million in annual investment is required to maintain the current bridge conditions, or approximately \$900 million between now and 2045. He also said that \$420 million in annual investment is required to maintain the current pavement conditions, or approximately \$12 Billion between now and 2045.

Population and Employment Forecasts

Mr. Baker said that we forecast for the planning process to 1) understand the trend pattern of growth and development, 2) determine an expected demand of infrastructure based on trend, and 3) test alternative growth scenarios that may alter the demand. He said that we use Woods and Poole economics because they use 1) National and State controls, 2) nested economies and markets, and 3) detailed attributes (25 variables).

Ms. Carson Cooper said that GNRC projects 3.2 million people in the region by 2045 and projects 2.1 million jobs in the region by 2045. Mr. Baker said that we use disaggregation because it provides greater confidence in aggregation to the traffic analysis zone (TAZ).

He said that we are currently updating to UrbanSim platform from Community Viz because UrbanSim is sub-parcel based and can run an entire region simultaneously. It also can give feedback loops with the travel demand model. It also provides outputs which includes land and development, demographics, transportation, and environment. He briefly went over the key takeaways in population growth, employment growth, jobs by sector, age groups, minority population, and Hispanic population for 2045.

Update on Congestion Management Process

Mr. Pfalzer said the staff is continuing to work on step 4 (collecting data to monitor system performance) and step 5 (identifying congestion problems and needs) for the Congestion Management Process (CMP).

Regular Reports

a) Chair's Report

There was none.

b) Staff Report

Mr. Pfalzer said that a Decision Lens exercise for the RTP to weight goals will be sent out via email.

Mr. Pfalzer thanked the members for submitting projects for 2045 RTP. He said that approximately 230 projects were submitted. He said that there will be a second opportunity to submit projects once TDOT project submissions are complete.

He said that the Bicycle and Pedestrian Advisory Committee (BPAC) will reconvene at the end of January to help inform the RTP process. Mr. Peter Westerholm and Mr. Daniel Capparella will be leading the BPAC effort.

He said that there will be another Transportation Demand Management (TDM) Coordination meeting at the end of January.

Other Business

Mr. Felix Castrodad said WeGo will have a new round of funding for two programs and will be releasing a solicitation for proposals later this month. The two funding programs are: 1) Job Access and Reverse Commute (JARC) for assistance to address challenges of low-income populations to obtain and maintain employment; and 2) Enhanced Mobility for Seniors and Individuals with Disabilities (EMSID) to assist private nonprofits in meeting transportation needs for elderly and disabled. Projects need to be consistent with the goals of the region's coordinated human services transportation plan. More information will be available on WeGo's website (www.WeGoTransit.com) later this month. Anyone needing more information can contact Mr. Castrodad (felix.castrodad@nashville.gov) or Ms. Billy Higgins (billy.higgins@nashville.gov).

Mr. Elwyn Gonzalez reminded the members that Mayor Cooper is hosting a series of listening sessions on transportation. For more information go to <https://www.nashville.gov/News-Media/News-Article/ID/9177/Mayorrsquos-Office-Announces-Public-Listening-Sessions-for-Metro-Transportation-Plan.aspx>

With no further business, the meeting was adjourned at 12:10 p.m.

Date: _____



Glenn Harper, Chair
Technical Coordinating Committee



Sean Pfalzer, Transportation Planning Manager
MPO Coordinator