

## MINUTES

### TRANSPORTATION COORDINATING COMMITTEE Of the

#### Nashville Area Metropolitan Planning Organization

January 9, 2019

Attendees: Mr. Andy Barlow, Mr. Michael Barr, Mr. Tom Brashear, Mr. Michael Briggs, Mr. Felix Castrodad, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Doug Demosi, Mr. Richard Donovan, Ms. Rachel Durham, Mr. Keith Free, Mr. Glenn Harper, Mr. Mike Harris, Ms. Billy Higgins, Mr. Stanton Higgs, Ms. Katrina Jones, Mr. Rodney Joyner, Mr. Jim Kerr, Mr. Bo Logan, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Mr. Kevin Rigsby, Mr. Jeff Roach, Mr. Jonathan Russell, Mr. Sean Santalla, Ms. Sarah Sitterle, Mr. Josh Suddath, Mr. Doug Vann

#### **Approve November 7, 2018 meeting minutes**

Mr. Michael Briggs, Chair, opened the meeting at 10:30 a.m. Mr. Mike Harris moved to approve the November 7, 2018 meeting minutes. Mr. Jim Kerr seconded and the motion passed unanimously.

#### **Public Comment**

There was no public comment.

#### **TCC Chair's Report**

Mr. Briggs announced the Mr. Jim Svoboda, Assistant Director of the Franklin Planning and Sustainability Department, had suddenly passed away over the weekend. He noted that Mr. Svoboda had been with several different area planning departments over his career and had been an active member of the TCC in the past. The group had a moment of silence for him.

Mr. Briggs also introduced the new Metro Public Works representatives. Ms. Katrina Jones and Mr. Chip Knauf. They are replacing Mr. Darrell Moore and Mr. Andrew Smith who Mr. Briggs thanked for their service in the past.

#### **Update on Regional Smart Mobility Assessment**

Mr. Peter Westerholm, GNRC Policy Director, said that smart mobility is the interconnection between people, vehicles, and infrastructure through enhanced technology improvements that optimizes the performance of and access to multimodal

transportation services, provides a more sustainable community, economy, and environment, and enhances the user experience.

He said that every aspect of governance (and daily living) is becoming increasingly dependent on technology; please critical role in quality of life as our region grows – economically, environmentally, and equitably.

The general goals for the use of technology are 1) optimize transportation planning and policy-making process, 2) improve and optimize efficiency of existing system, 3) help users understand options and make better travel decisions, and 4) make built environments accessible, safe, and vibrant.

He said that the specific objectives of the study are: 1) document and assess the current use and planned deployment of transportation technology, 2) benchmark Middle Tennessee against a national state of the practice among peer regions, 3) establish a long-range vision for the role of technology in addressing transportation and mobility challenges, 4) identify opportunities to accelerate investment and deployment of priority projects to implement the vision, and 5) establish new lines of collaboration between public and private-sector partners to plan for and implement solutions.

Mr. Westerholm said that the emerging themes are 1) big challenges include funding, staffing, education, and certainty in making the right investments, 2) multimodal mobility as a service systems may be a challenge in areas that are entirely auto-centric, 3) how quickly will broader population adopt new services vs. default to familiar, and 4) community leadership (government, business, civic) conversations around technology have room to improve and expand. He also said that 1) privacy, data collection/sharing/retention standards and policies are not in place, 2) CAV is met with some interest but immediate benefits and impact are unclear, 3) interoperability is limited; prioritization along multi-jurisdiction corridor needs coordination, and 4) collaborative groups such as traffic signal controllers and IT director's roundtable provide great benefit

He said that the next steps are 1) continue gathering information related to inventory of technology and existing conditions in Middle TN, 2) follow up meetings with Planners and IT Directors, 3) findings will be synthesized into a report on the State of Practice, 4) report will come out suggesting strategies for integrating technology into other capital projects, and 5) State of Transportation Summit in 2019.

Mr. Westerholm said that he would send the members the PowerPoint via email.

### **TIP Update and Call for Projects**

Ms. Anna Emerson said that we were starting to work on the update to the TIP for 2020-2023. She said that the current TIP is good through FY 2020 but that since TDOT is updating theirs we need to make sure that our TIP dates coincide with the STIP.

She went over the update schedule, project eligibility, and the application process.

Several clarification questions were asked and answered.

### **Technology and Transit Program – Call for Projects**

Ms. Emerson said that with the 2040 Regional Transportation Plan (RTP) the Board created a program to dedicate Surface Transportation Block Grants (STBG) funds to improve and expand public transit, rideshare, and TDM opportunities and/or the deployment of technology solutions to improve regional mobility. The first call for projects is for proposals that apply a technology solution to either 1) encourage area travelers to rideshare or use public transit or 2) improve civic engagement in ongoing conversations and planning initiatives related to transit and smart mobility. She said that a second call for projects will seek proposals for a broader set of categories related to intelligent transportation systems and transit/roadway infrastructure. She briefly went over eligibility and match requirements for the projects. She also answered several clarifying questions.

### **Call-for Studies for the upcoming 2020 Unified Planning Work Program (UPWP)**

Mr. Craig Casper said that the new UPWP will be a 2-year document. All regionally significant projects hopefully support the RTP and all planning projects in the region must be in the UPWP.

### **Adopt Safety Performance Measures Targets**

Mr. Casper went over the results of the TCC member survey on safety performance measures target setting. The options were 1) to support the statewide targets, 2) to cap all performance measures at their current levels, 3) to hold the absolute numbers at the current levels, and 4) to have a decline. He said that the national safety goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. He said that the recommendation is to endorse the statewide targets.

Mr. Tom Brashear said that when he took the survey, he felt like he didn't have adequate information. He said his concern is what the consequences are if we don't meet the goals laid out. Mr. Casper said that no funding will be taken away. He said that the most significant possible consequence is that the money the FHWA gives to TDOT for safety is that it can only be spent on safety projects. Mr. Jonathan Russell said that TDOT has not flexed safety funds to other projects in 7-8 years. If the MPO creates its own targets, there are no consequences.

Mr. Bill McCord said that we should set a target of 2% decline in rolling year rate. He made it into a motion but there was no second to the motion.

Mr. Brashear asked if there is another way to engage state on their question of their goals. Ms. Mary Connelly said yes. She said that the recommendation today is to be in line with option #2 after a wealth of conversations which reflect a desire to support the state targets as well to set more aspirational goals. The staff recommendation is to strike a balance between these two things and essentially to choose to support regional targets which demonstrates that we have put thought into this. We will set targets that reflect our current conditions without putting undue burden on the staff to keep developing options that may or may not foster a consensus and then get with both this body and subcommittee that will include a state representative to help have more aspirational goals in the future as we update our RTP.

Mr. Josh Suddath moved to endorse the statewide targets (option #1). Mr. Jonathan Russell seconded. Mr. Andy Barlow moved to amend the motion to set a 5% reduction within 5 years. Mr. McCord seconded this. Mr. Suddath refused to allow his original motion to be amended.

Mr. Suddath's original motion to support the statewide targets was passed with Mr. McCord, Ms. Billy Higgins, Mr. Barlow, and Mr. Brashear voting no.

### **Staff Report**

- **Public Participation Plan Update**  
Ms. Mary Connelly said that the members should review the draft document and send any comments to Craig Casper at [ccasper@gnrc.org](mailto:ccasper@gnrc.org). Mr. Casper said that he would send out the document electronically for feedback.
- **Certification Update**  
Ms. Connelly said that the planning agreement between the Nashville Area MPO Transportation Policy Board, TDOT and public transit agencies has been done and will be voted on at the January TPB meeting and it meets the certification requirements. She said that the action plan for congested management plan is close to being done.
- **Staffing Update**  
Ms. Connelly said that this is her last meeting as she is taking a job at a consulting firm. She said that she had enjoyed her time with the MPO.


### **Other business**

Ms. Emerson said that there will be two amendments to the RTP at this month's TPB meeting.

Ms. Emerson also announced that she will be taking maternity leave in the Spring and that Mr. Casper will be doing the TIP update.

With no further business, the meeting was adjourned at 12:02 p.m.

Date: 3/6/19

  
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Michael Briggs, Chair  
Technical Coordinating Committee

  
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Craig Casper,  
Acting MPO Coordinator