



REGULAR MEETING AGENDA

1. Call to Order; Approval of Meeting Minutes (A)

Billy Vogle, *Board Chair*

2. Public Comment

3. Action Items:

a. PUBLIC HEARING: Res. TPB-2022-03 Amending the FYs 2020-23 Transportation Improvement Program (TIP) (A)

Anna Emerson
*Principal Planner and TIP
Coordinator*

Staff will present proposed amendments in conjunction with a public adoption hearing.

b. Election of Transportation Policy Board Officers

Mary Esther Reed
Nominating Committee

The nominating committee will present a slate of candidates to serve as chair and vice-chair for the 2022 calendar year.

4. Informational Items:

a. Report from the Project Delivery Task Force (A)

Project Delivery Taskforce

b. Update on FYs 2023-26 TIP Development (A)

Sean Pfalzer
*Transportation Planning Manager
and MPO Coordinator*

Staff will present an overview of the financial outlook associated with the new TIP currently under development.

c. Annual Call for Planning Studies (A)

Sean Pfalzer

Staff will provide an overview of the FYs 2022-2023 Unified Transportation Planning Work Program (UPWP) and invite members to suggest additional planning activities for the coming year.

5. Regular Reports:

a. FHWA and FTA Report

FHWA Representative

b. TN Dept of Transportation Report

TDOT Representative

c. Transportation Policy Board Chair's Report

Billy Vogle

d. GNRC Staff Report (A)

Sean Pfalzer

6. Other Business

7. Adjourn

(A) Indicates an attachment is available in the packet

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Agenda Item 1.

Prior Meeting Minutes

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve minutes for the following meetings:

- January 19, 2022 Regular Meeting – deferred action from 2/16 meeting
- February 16, 2022 Regular Meeting
- March 2, 2022 Special Called Meeting

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
January 19, 2022

Attendees: Mayor Rogers Anderson, Mr. Andy Barlow (for Mayor James Maness), Mr. Steve Bland, Mayor Paige Brown, Mayor Jamie Clary, Ms. Faye DiMassimo (for Mayor John Cooper), Mr. Gerald Herman (for Mayor Michael Arnold), Mayor Anthony Holt, Mayor Randall Hutto, Mr. Jim Kerr (for Mayor Shane McFarland), Mayor Bill Ketron, Ms. Pam Kordenbrock, Mr. Victor Lay (for Mayor Derek Adams), Mr. Jonathan Marston (for Mayor Ken Moore), Mr. Addam McCormick (for Mayor Rusty Tinnin), Mr. Ken McLawhon (for Mayor Corey Napier), Mr. Matt Meservy (for Gov. Bill Lee), Mr. Andrew Pieri (for Mayor Timothy Lassiter), Mayor Mary Esther Reed

Call to Order and Approval of Previous Meeting minutes

Mayor Mary Esther Reed, opened the meeting for Chair, Mayor Billy Vogle, at 10:18 a.m.

Mayor Randall Hutto moved to approve the December 15, 2021 meeting minutes. Mayor Bill Ketron seconded, and the motion passed unanimously.

Public Comment

There was no public comment.

Informational Items

a) Annual Member Orientation

Mr. Sean Pfalzer, GNRC Transportation Planning Manager, introduced this item and said that if members have any additional questions to reach out to staff following the meeting.

Mr. Michael Skipper, GNRC Executive Director, briefly went over the mission of the Greater Nashville Regional Council (GNRC) and how it was formed. He described the programs and services that GNRC provides. The programs administered by the GNRC ensure Middle Tennessee cities and counties remain eligible and competitive for state and federal funds which provide direct investment into local communities across the region.

Mr. Skipper gave an overview of the various state and federal designations that the GNRC holds. He encouraged members to access the GNRC website at GNRC.org to explore these designations in more detail.

Mr. Skipper said that the Council is made up of 93 members and includes 13-county mayors and executives, 52 mayors of cities or towns, two members of the Tennessee General Assembly, and 26 appointments representing the interests of the business community and minority population.

He said that GNRC is comprised of five key parts: 1) the Council and its Executive Board which govern and oversee the work program and budget for the agency, 2) the policy boards which make program level policies and investment decisions independently from the Council, 3) Advisory Boards and Committees which develop formal recommendations to be acted upon by the Council, or one of the Policy Boards, 4) a RoundTable Network which provides a forum for learning, collaboration, and brainstorming among key stakeholder groups, and 5) Professional staff which provide support of the organization and to individual member communities of the full Council.

Mr. Skipper said that most of the staff is housed within the three main departments, Aging and Disability programs, Community and Regional Planning, and Economic and Community Development. He said that there are 80+ staff members employed at GNRC. He displayed a map of the local impact of GNRC programs across the region.

Mr. Skipper said that integrating the MPO into the GNRC allows more effective working with elected officials and gives better leverage to access funds. He gave an overview of the process of integrating the MPO and the development district, and described the committees that were tasked with this effort. He said that 70% of U.S. Metro regions of 1 million people or more have an integrated Council of Governments and MPO. He said that integrating allows our region to better leverage federal funds for transportation, economic development, and aging programs. He said that the integrating process was finalized in 2017 with the support of the region's elected officials and stakeholders.

Mr. Sean Pfalzer, Transportation Planning Manager, said the Transportation Policy Board 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 great Nashville area. There are more than 30 members on this board made up of elected officials and representatives from local and state transportation agencies.

Mr. Pfalzer briefly gave an overview of the MPO's federal requirements, as described in the FAST Act federal legislation. He briefly went over the core documents. These are 1) Regional Transportation Plan which is a 20+ year plan for the region, 2) Transportation Improvement Program which is a 4-year funding program, and 3) Transportation Planning Work Program which is a two-year program, and lays out the planning studies and work that staff will be carrying out over that two-year period.

He briefly described the other committees that inform the Policy Board, including the Bicycle and Pedestrian Advisory Committee, Transportation Coordinating Committee, and Freight Advisory Committee. He said that member responsibilities are to 1) work cooperatively across political boundaries, 2) be willing to prioritize transportation needs according to known fiscal constraints, 3) identify strategies and resources to overcome anticipated obstacles to success, 4) consider future generations and long-term trends while determining short-range priorities, 5) 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, etc., 6) measure performance to monitor progress and improve the effectiveness of future policies and decisions.

He said that the member roles are 1) represent community or agency in regional conversations, 2) attend and participate in meetings, 3) cast votes for jurisdiction or agency, 4) pay dues, 5) provide data and information, and 6) implement regional policies and plans. Member benefits are 1) eligibility for various state and federal grant programs, 2) access to regional funding for transportation, aging, etc., 3) planning and technical assistance, 4) access to research and analytics, and 5) forum for collaboration.

He said that key documents that exist to formalize the MPO planning process are 1) Transportation Planning Prospectus & Organizational Bylaws, 2) Transportation Policy and Planning Agreement between the TPB and GNRC, also known as the "MPO Sponsorship Agreement", 3) Transportation Planning Agreement by and between the TPB, TDOT, and Public Transit Agencies, 4) Public Participation Plan, and 5) Federal Certification Review.

Mr. Pfalzer said that members can access interactive databases on the GNRC website, including:

- Regional Plan Map: www.GNRC.org/Maps/2045RTP
- Interactive TIP Database: www.GNRC.org/TIP
- TIP Amendments: www.GNRC.org/Maps/2023TIP
- TDOT iTRIP: <http://bit.ly/TDOTiTRIP>

Mr. Pfalzer said that there is a membership resource guide that members can access at GNRC.org/MemberGuide

Mr. Pfalzer said that some emerging issues and opportunities are 1) data sharing, needs, analytical capacity, and cost, 2) permanency of telecommuting, 3) growth in delivery, 4) early coordination between TDOTs, MPOs, and local governments, 5) reverse the increase in crash severity for all users, 6) advance racial equity and support for vulnerable populations, and 7) transition to clean energy, resilient future.

Ms. Faye DiMassimo said that the group probably needs to revisit its priorities in the RTP and the TIP due to new growth. She said that there is a lot of money out there and prioritizing is important to make sure that we are leveraging to our maximum benefit.

Mayor Reed said that we need to be open with each other about the projects that we are trying to bring forth. It is not a competition. It is a leveraging of money to make the region stronger. Mr. Pfalzer said that the staff can help facilitate looking at candidate projects. Ms. DiMassimo said that Metro went through a process to align potential funding programs to each of their projects. She said she would send it to Mr. Pfalzer.

Ms. Pam Kordenbrock said that leveraging funds is important. She said that the MPO and the GNRC geographies and funding are different and must be segregated. She said that it is up to the TPB to determine where the funding goes and the spending of it. Mr. Skipper said that this is no different than other regions across America. Ms. Kordenbrock said that we need to make sure that it works for us. Mayor Reed said that this Board does a good job figuring out what works for this region.

Mayor Anthony Holt asked Ms. Kordenbrock if FHWA is concerned that the MPO is too dependent on the development district. The MPO needs to stand alone and act. Ms. Kordenbrock said that the GNRC serves as a fiscal agent for the MPO and spending of transportation dollars. How the MPO is housed is up to the Board.

Mr. Matt Meservy said it is up to TDOT to make sure hours are matching invoices and the Board is the body that dictates what happens in the region.

Mr. Skipper said that the Board deserve a lot of credit for the thoughtfulness that the integration agreements and Bylaws were written with. As part of the integration the RTP and the TIP are protected.

Mayor Holt said the membership is much larger than those that participate on a regular basis. He said that the point is FHWA and TDOT continually have concerns about what needs to be addressed. We need to consistently come together to compromise and we must talk about concerns.

Mayor Reed said that the staff works hard to make sure the Board has the information it needs to make decisions. She said that sometimes it does feel like the Board is not working together toward the same goal. She said we all need to be open and honest.

Mayor Holt said that for some reason the Board is not on the same page and we need to be. This is the most dynamic MPO in the State of Tennessee. We have advantages, but we still must address issues. We need to decide how to get a solution in order to move in the right direction. Mayor Reed said that she wants to make sure that the staff knows how important they are and what they are doing is important. Mayor Holt said that no one should feel threatened which will cause them to not be honest.

b) Meeting Calendar for 2022

Mr. Skipper said that the approach to the monthly TPB and GNRC Executive Board meetings will be different. Hopefully, the change will simplify the monthly meetings. The boards will meet bi-monthly on the 3rd Wednesday of the month at 10:15 a.m.

Mr. Skipper said that the members can help the staff to populate topics for the meetings.

He briefly went over a preview of the meeting schedule and topics.

- January 19, 2022: Transportation Policy Board and GNRC Executive Board
- February 16, 2022: Transportation Policy Board
- March 16, 2022: GNRC Executive Board
- April 20, 2022: Transportation Policy Board
- May 18, 2022: GNRC Executive Board
- June 15, 2022: Transportation Policy Board
- July 20, 2022: Meetings Only if Necessary
- August 17, 2022: Transportation Policy Board
- September 21, 2022: Transportation Policy Board
- September 28, 2022: Full Council
- October 19, 2022: GNRC Executive Board
- November 16, 2022: Transportation Policy Board
- December 14, 2022: Meetings Only if Necessary

Mr. Pfalzer then gave an overview of the updated TIP amendment Cycles.

- FY 22 Cycle B - Wednesday, February 16, 2022
- FY 22 Cycle C - Wednesday, April 20, 2022
- FY 22 Cycle D - Wednesday, June 15, 2022
- FY 22 Cycle E - Wednesday, August 17, 2022 or Wednesday September 21, 2022
- FY 23 Cycle A - Wednesday, November 16, 2022

Mr. Meservy said that the change in the calendar needs to be voted on in accordance with the bylaws

Mayor Holt moved to adopt the new meeting calendar with Mr. Addam McCormick seconding. The motion passed unanimously.

Regular Reports

a) FHWA and FTA Report

Ms. Kordenbrock said that FHWA is developing information about the new funding opportunities and will share with the members soon.

She said that \$5.5 billion in new funding for bridges was approved last week. She said that Tennessee will receive \$60.4 million and at least 15% of this amount must be spent on off-system bridges.

She said that the Federal Certification Review will be conducted by August 2022. She said that there will be a meeting on February 1st between MPO staff, TDOT, and FHWA to go over the process.

Mayor Anderson asked if off-system bridges money goes through TDOT or the county highway departments. Ms. Kordenbrock said it would come through TDOT. Mr. Meservy said he would look into how that will be handled. Ms. DiMassimo asked if a bucket amendment in the TIP for bridges so each individual bridge doesn't have to go into the TIP. Mr. Meservy said they would do their best to consolidate the projects. Mayor Anderson said it would be a good idea to reach out to counties to see where the money should be spent. Ms. Kordenbrock said that money is for bridges only. Mr. Marston asked what the time frame for spending the money is. Ms. Kordenbrock said one year. Mayor Anderson asked if bridges will be broken down according to their location or will it be one pot of money for all. Mr. Meservy said he would find out.

b) TDOT Report

Mr. Meservy congratulated those who received grant funding. The Governor released CMAQ, Multimodal Access Grants and IMPROVE Act Transit Grants.

c) Chair's Report

Mayor Reed said that Mayor Vogle enjoyed his term as chair and named a nominated committee to bring a slate for election in February. The committee is Mayor Paige Brown, Mayor Randall Hutto, and Mayor Mary Esther Reed.

d) Staff Report

Mr. Skipper briefly went over the agenda of the GNRC Executive Board meeting immediately following this meeting.

With no further business, the meeting was adjourned at 11:41 a.m.

Date: _____

The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board

Sean Pfalzer, Transportation Planning Manager
MPO Coordinator

MINUTES
of the
TRANSPORTATION POLICY BOARD
of the
Nashville Area Metropolitan Planning Organization
February 16, 2022

Attendees: Ms. Diana Alarcon (for Mayor John Cooper), Mayor Rogers Anderson, Mr. Steve Bland, Mayor Paige Brown, Mayor Jamie Clary, Ms. Sabrina David, Mr. Tim Ellis (for Mayor Rusty Tinnin), Mayor Anthony Holt, Mr. Eddie Hood, Mr. Jim Kerr (for Mayor Shane McFarland), Mayor Bill Ketron, Mr. Ken McLawhon (for Mayor Corey Napier), Mayor Ken Moore, Mr. Andrew Pieri (for Mayor Timothy Lassiter), Mayor Billy Vogle, Mr. Jonathan Wellemeier (for Gov. Bill Lee)

Call to Order and Approval of Previous Meeting minutes

Mayor Billy Vogle, Chair, opened the meeting at 10:35 a.m.

No action was taken due to lack of a quorum.

Public Comment

There was no public comment.

Action Items

a) Public Hearing: Resolution TPB 2022-01 Amending the FYs 2020-24 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, covered the proposed TIP amendments for Cycle B.

Mayor Vogle opened the public hearing. There was no public comment. Mayor Vogle closed the public hearing.

No action was taken due to no quorum present.

Mayor Rogers Anderson asked if there was a way to suspend needing a quorum in order to hold a vote on this and the other action items. Mr. Michael Skipper said the organizational bylaws do permit this, but the state law requires an in-person quorum in order to conduct business. Ms. Candi Henry, GNRC Legal Counsel, said that the interpretation of the state law says that there must be a quorum to have a vote. She said that the staff will look into how to conduct business when there is not an in-person quorum. Mr. Skipper said that there will be a short special called

meeting, maybe in March, to take action on the three issues today. He will send out an email with times listed for the members to decide when to have the called meeting.

Amend #	TIP #	Project Name	Sponsor	Action
2022-022	2022-17-148	Traffic Management Center	Metro Nashville	Add project
2022-023	2022-17-149	Traffic Flow Improvements & Traffic Signal Upgrades – Phase 4	Goodlettsville	Add project
2022-024	2022-54-150	Various Intersection Improvements	Gallatin	Add project
2022-025	2022-67-151	Columbia Pike (SR-6/US-31) Traffic Flow Improvements	Spring Hill	Add project
2022-026	2022-77-152	Intelligent Transportation System – Phase 2	Lebanon	Add project
2022-027	2022-77-153	Mt. Juliet Road (SR-171) ITS & Signal Improvements Project – Phase 3	Mt. Juliet	Add project
2022-028	2021-811-117	Regional Park & Ride Facility	RTA	Add funds
2022-029	2022-65-154	Cool Springs Micro Circulation Transit Pilot	Franklin Transit Authority	Add project
2022-030	2022-76-155	Town Center Trail – Phase 3	Mt. Juliet	Add project
2022-031	2022-56-156	Citywide Sidewalk Improvements – Phase 2	Gallatin	Add project
2022-032	2022-65-157	Regional Vanpooling, Carpooling, and Employee Partnership Commute Benefits – Post-Pandemic Initiative	Williamson Co/TMA Group	Add project
2022-033	2022-76-158	Cedar City Pedestrian Improvements	Lebanon	Add project
2022-034	2022-46-159	Enon Springs Sidewalk Connectivity	Smyrna	Add project
2022-035	2022-56-160	Vol State – GAP Trail – Phase 2	Gallatin	Add project
2022-036	2022-54-161	SR-109 at I-65 Interchange Lighting Project	Portland	Add project
2022-037	2011-42-143	Bradyville Pike (SR-99) Widening	Murfreesboro	Add funds
2022-038	2018-46-083	Dr. Martin Luther King Jr. Boulevard (SR-1/US-70S) Sidewalks – Phase 2	Murfreesboro	Add project
2022-039	2011-15-133	Bus Stop Improvements & Passenger Amenities	Nashville MTA	Add funds
2022-040	2008-15-049	Administration & Building Rehabilitation (Nestor)	Nashville MTA	Add funds
2022-041	2017-85-044	Track Rehabilitation & Maintenance	RTA	Add funds
2022-042	2019-85-126	WeGo Star Rail Improvements	RTA	Shift funds
2022-043	2022-62-131	Columbia Pike (SR-6/US-31) Widening from Duplex Road (SR-247) to Thompsons Ridge Road/Buckner Road	TDOT	Add funds
2022-044	2018-76-078	Highway 231 North Sidewalk Project	Lebanon	Add funds
2022-045	2022-16-162	Harding Pike (SR-1/US-70S) Sidewalk Project	Belle Meade	Add project
2022-046	2022-66-163	Hillsboro Road (SR-106/US-431) Multimodal Access Project	Williamson Co	Add project

b) Resolution TPB 2022-02 Updating Regional Safety Performance Measures Targets

Ms. Ashleigh Glasscock, Senior Analyst, presented an update to the regional safety performance measure targets.

Federal law requires 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. She said that the MPO set regional safety targets as part of the 2045 RTP Update of “1% Annual Reduction” – 1% annual decrease (compounding) out to 2045.

She said that the rural areas have two times more fatalities than urban areas.

Ms. Glasscock gave updates on each of the five performance measure targets. She reported that we did not meet the targets for number of fatalities, fatality rate, or number of non-motorized fatalities and serious injuries. She also covered the roadway safety trends associated with increasing fatal crashes. These include 1) speed-related crashes, 2) geographic distribution, 3) commercial trucks involvement, and 4) time of day and day of week. She said that we met the number of serious injuries and serious injury rate targets. She encouraged members to explore GNRC’s various crash dashboards that are available online at www.gnrc.org/dashboards.

Mayor Jamie Clary asked if the crash trends PowerPoint can be sent to the members electronically. Ms. Glasscock said staff would send it.

Mayor Vogle said that safety is a serious issue. It seems that even though there is less traffic, there are more fatalities. Mayor Paige Brown asked what percentage of crashes are speed related. Ms. Glasscock said that she thought it was 30% but would doublecheck and report back to the Mayor.

Ms. Sabrina David, FHWA said that February 27th is the deadline for the MPO to adopt the regional safety performance measures targets. If no action is taken, it freezes the TIP amendments until the safety targets are adopted. Mayor Anderson asked if we could just keep the baseline the same as last year. Ms. David said that that would also require a vote. Mr. Skipper said the board should consider a special called meeting.

Ms. Diana Alarcon asked if there is data showing how distracted driving contributes to crashes. Ms. Glasscock said that it is hard to tie distracted driving to a crash unless it is witnessed.

Mr. Skipper asked if the data can produce county profiles. Ms. Glasscock said that is easily produced.

No action was taken due to no quorum present.

c) Election of Transportation Policy Board Officers

On behalf of the Nominating Committee, Ms. Mary Esther Reed reported that the nominated slate of officers are Mayor Billy Vogle for Chair and Mayor Chaz Molder for Vice-Chair. There were no other nominations from the floor.

No action was taken due to no quorum present.

Informational Items

a) Update on FYs 2023-26 TIP Development

Ms. Emerson said that the county-level workshops have been successful. She said that in order to capture updates, staff used the online Knack TIP Tracker at www.gnrc.org/app/tip-tracker so that members can see real-time updates to projects and submit any notes related to those projects. She said that the common issues and challenges that have been identified via the project delivery survey are 1) lack of buy-in or priority at the local level, 2) lengthy NEPA review and approval; issues raised late or after approval, 3) insufficient funding, and 4) lack of consistent communication between MPO on TIP and TDOT Local Programs on project development.

Mr. Skipper reminded the members to complete the survey. He said that members generally have a high level of understanding of the project development process. He said that complex review and approvals was the most experienced issue among respondents to the survey, followed by utility relocation, staffing challenges at TDOT, insufficient funding for projects, conflicting expectations on design, and lack of public buy-in.

Ms. Emerson said that the other challenges and opportunities are 1) lack of single source of shared information on projects, 2) local programs projects need to have the same level of importance as the State-led projects at TDOT, 3) locals should have funding secured or be removed from the TIP until ready, 4) involve TODT OCT staff for support with Local Programs, 5) overhaul or streamline the local programs and NEPA process to enhance accountability, and 6) develop a quicker process for small scale projects such as traffic operations and bike/ped projects.

Ms. Emerson went over the immediate next steps. She said that staff requests final updates to existing TIP projects by February 25th. There will be a call-for-projects for new TIP projects in March.

She said that it is important for members to visit the TIP tracker and familiarize themselves with it. For more information on the TIP, visit www.gnrc.org/app/tip-tracker.

b) 2022 Nashville TMA Federal Certification Review

Mr. Sean Santalla, FHWA, said that all MPOs must have a federal certification review every four years. The deadline for the Nashville Area MPO review is August 3, 2022.

He said that they will review the continuing, cooperative, and comprehensive planning process. It will include involvement of the public and stakeholders. Performance based planning will also be looked at. He also said that FHWA will look at how effectively the MPO is in meeting the 10 federal planning factors which are 1) economic vitality, 2) safety, 3) security, 4) accessibility and mobility, 5) environment/energy, 6) integration & connectivity, 7) efficient management and operations, 8) preserve existing system, 9) resiliency and reliability, and 10) travel and tourism.

He said that the review is of the planning process. Specific products will not be looked at. He said that the purpose of the review is a federal regulatory compliance requirement to make sure all federal regulations are being met. FHWA will also use this as a review of the effectiveness of the process and as a discussion of the process.

He said that the FHWA and FTA conduct the review and lean heavily on the staff and partners.

He said that feedback is very important. Members can use a virtual listening session and email to give feedback.

Mayor Brown asked if the 2018 review is available online. Mr. Skipper said yes.

Regular Reports

a) FHWA and FTA Report

Ms. Sabrina David said that more information about the Infrastructure Bill is coming out. She said that information on 1) the electric vehicle charging program, 2) fact sheets for various programs, and 3) safety information is now out.

The 2022 RAISE program which is to improve racial equity, reduce impacts of climate change, and create good paying jobs. The deadline for applications is April 14, 2022.

The deadline for the alternative fuel applications is May 13, 2022.

She said that FHWA will continue to share information as it comes out.

Ms. David reminded the members that the Highway Infrastructure Program funds from FY 2019 will lapse at the end of this fiscal year if not spent.

b) TDOT Report

Mr. Wellemeyer said that the planning grants from the Urban Transportation Planning Grant Program (UTPG) are at the Governor's office for approval and will be announced once they are approved.

c) Chair's Report

Mayor Vogle thanked everyone for all of the help he was given during this past year as Chair.

He said that the next Task Force Meeting will be Tuesday, February 22nd in Murfreesboro.

d) Staff Report

Mr. Skipper introduced Ms. Diana Alarcon as Mayor John Cooper's representative. She is the new director for NDOT.

He thanked Mr. Ray Render (Rep. Rose's office), Ms. Patti Carroll (Congressman Green's office), and Mr. Stan Feldman (Senator Hagerty's office) for being at the meeting.

Mr. Skipper said that there will be a special called meeting to vote on the action items from today's meeting.

With no further business, the meeting was adjourned at 11:42 a.m.

Date: _____

The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board

Sean Pfalzer, Transportation Planning Manager
MPO Coordinator

MINUTES
for the
Special Called Meeting
of the
TRANSPORTATION POLICY BOARD
of the
Nashville Area Metropolitan Planning Organization
March 2, 2022

Attendees: Mayor Derek Adams, Ms. Diana Alarcon (for Mayor John Cooper), Mayor Rogers Anderson, Mr. Andy Barlow (for Mayor James Maness), Mr. Kirk Bednar (for Mayor Rhea Little), Mayor Rick Bell, Mr. Felix Castrodad (for Mr. Steve Bland), Mr. Keith Free (for Mayor Jamie Clary), Mr. Gerald Herman (for Mayor Farris Bibb), Mr. Eddie Hood, Mr. Thad Jablonski (for Mayor Chaz Molder), Mr. Jim Kerr (for Mayor Shane McFarland), Ms. Pam Kordenbrock, Mr. Bill McCord (for Mayor Paige Brown), Mr. Addam McCormick (for Mayor Rusty Tinnin), Mayor Ken Moore, Mr. Dan Pallme (for Gov. Bill Lee), Mr. Andrew Pieri (for Mayor Timothy Lassiter), Mayor Mary Esther Reed, Mayor Billy Vogle

Call to Order

Mayor Billy Vogle, Chair, called the special called meeting to order at 10:15 a.m.

Action Items

a. Resolution TPB-2022-01 Adopting Annual Roadway Safety Performance Targets

Mr. Sean Pfalzer, Transportation Planning Manager, reminded the members that the roadway safety performance targets were discussed in detail at the February 16, 2022 meeting. There was no further discussion.

Mayor Ken Moore moved to adopt Resolution TPB-2022-01. Mr. Bill McCord seconded. The motion passed unanimously.

b. Resolution TPB 2022-02 Amending the FYs 2020-23 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner and TIP Coordinator, reminded the members that the proposed amendments were discussed in detail at the February 16, 2022 TPB meeting. There was no further discussion.

Mayor Ken Moore moved to adopt the resolution. Mayor Rogers Anderson seconded and the motion passed unanimously.

With no further business, the meeting was adjourned at 10:19 a.m.

Date: _____

The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board

Sean Pfalzer, Transportation Planning Manager
MPO Coordinator

Agenda Item 3a.

Adopt Resolution TPB-2022-03 Amending the FYs 2020-2023 Transportation Improvement Program

Background

The following updates to the Transportation Improvement Program have been requested by project sponsors as part of amendment Cycle C for FY 2022. Detailed project pages can be viewed in our online TIP application at www.gnrc.org/tip.

Amend #	TIP #	Project Name	Sponsor	Action
2022-047	2018-56-079	Portland Pedestrian Connector Project	Portland	Revise scope; revise funds
2022-048	2017-47-029	Smyrna ITS Phases 3, 4, & 5	Smyrna	Add funds

Schedule

- April 6 – Presentation to Transportation Coordinating Committee
- April 7 – April 20 – Public Review and Comment
- April 20 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

Hold Public Hearing; Adopt Resolution TPB-2022-03 amending the FYs 2020-2023 Transportation Improvement Program.

RESOLUTION TPB-2022-03

A RESOLUTION AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEARS 2020 THROUGH 2023

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for the development and adoption of a Transportation Improvement Program (TIP) for the metropolitan planning area in cooperation with the state, local governments, and public transit operators; and

WHEREAS, on October 16, 2019, the MPO adopted the TIP for federal fiscal years 2020 through 2023 to advance projects contained within the MPO's Regional Transportation Plan; and

WHEREAS, the TIP consists of a staged multi-year program of federally and regionally significant transportation improvement projects that are financially constrained by year and includes an annual element for Metropolitan Nashville and Davidson County, Maury County, Robertson County, Rutherford County, Sumner County, Williamson County, and Wilson County; 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 TIP; and

WHEREAS, the following amendments have met all public noticing requirements, are consistent with the 2045 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 Fiscal Years 2020 through 2023 Transportation Improvement Program is amended as follows:

- Amend# 2022-047: Revise scope and funding for the Portland Pedestrian Connector Project
- Amend# 2022-048: Add funds for the Smyrna ITS Project Phases 3, 4, 5

ADOPTED, this 20 day of April 2022, the general welfare of the citizens of the Region requiring it.

APPROVED AS TO FORM AND LEGALITY:

APPROVED:

Candi Henry
Chief Legal Counsel

The Honorable Billy Vogle
Transportation Policy Board Chair

ATTEST:

Sean Pfalzer, MPO Coordinator



FY 2020-2023 TIP Amendment – April 2022 Adoption

TIP Amendment # 2022-047

TIP #: 2018-56-079
RTP ID: Active Transportation
Project: Portland Pedestrian Connector Project
Requested By: Portland
Proposed Changes: Revise scope; revise funding
Total Project Cost: \$1,100,500

FROM: \$1,100,500

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2020	PE-N/PE-D	U-STBG	345,000	276,000	0	69,000
2020	CONST	U-STBG	755,500	604,400	0	151,100
Total			1,100,500	880,400	0	220,100

TO: \$1,100,500

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2022	PE-N	U-STBG	40,000	32,000	0	8,000
2022	PE-D	U-STBG	75,000	60,000	0	15,000
2023	CONST	U-STBG	985,500	788,400	0	197,100
Total			1,100,500	880,400	0	220,100

Amendment Description

This amendment proposes to revise the project scope to “This project includes two separate sections of sidewalk extensions and provides a complete pedestrian connection from Portland High School and Portland West Middle School to three separate residential areas. It includes approximately 6,000 linear feet of sidewalk, curb ramps, pavement marking upgrades, signage, stormwater improvements, and potential landscaping and pedestrian amenities. The proposed extensions will be along Searcy Lane from Portland High School to College Street, College Street from Searcy Lane to SR-109, West Market Street from WB Dye Road to SR-52, Sandye Avenue from SR-52 to Oak Street, and Oak Street from Sandye Avenue to SR-52.”

It also proposes to shift some funding originally programmed for PE activities to construction.



FY 2020-2023 TIP Amendment – April 2022 Adoption

TIP Amendment # 2022-048

TIP #: 2017-47-029
RTP ID: Congestion Management
Project: Smyrna ITS Phases 3, 4, and 5
Requested By: Smyrna
Proposed Changes: Add funds
Total Project Cost: \$1,290,218

FROM: \$624,550

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2020	PE/CONST/ITS	CMAQ	624,550	624,550	0	0
Total			624,550	624,550	0	0

TO: \$1,290,218

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2022	PE-N	CMAQ	20,816	20,816	0	0
2022	PE-D	CMAQ	92,234	92,234	0	0
2023	CONST	CMAQ	1,084,871	1,084,871	0	0
2023	CONST	LOCAL	92,297	0	0	92,297
Total			1,290,218	1,197,921	0	92,297

Amendment Description

This amendment proposes to add funds provided to the project by TDOT’s Congestion Mitigation and Air Quality program.

This project involves the installation of an intelligent transportation system along Lowry Street (SR-1/US-41), Nissan Drive/Lee Victory Pkwy/Almaville Road, and I-24 in Smyrna.

Agenda Item 4a.

Project Delivery Task Force Updates

Background

Staff and members of the Project Delivery Task Force will provide an update on the work accomplished through its first five meetings. The update will include an overview of progress to date, key findings and areas of opportunity, and a list of outstanding questions that need to be addressed in order for the group to finalize its recommendations for speeding up the obligation of federal funds.

The Task Force is made up of representatives from the Transportation Policy Board and Transportation Coordinating Committee and includes mayors, city managers, local planning and engineering staff, and representatives from WeGo Public Transit and TDOT.

Group	Member	Organization/ Role	TPB	TCC	PLN	DEV	TYPE
LOCAL OFFICIALS	Mary Esther Reed, CHAIR	Town of Smyrna Mayor	M				City
	Mike Callis	City of Portland Mayor	M				City
	Randall Hutto	Wilson County Mayor	M				County
	Ken Moore	City of Franklin Mayor	M				City
	Derek Adams	City of Nolensville Mayor	M				City
	Gerald Herman	City of White House City Administrator	P				City
AGENCY STAFF	Glenn Harper	City of Columbia		M		X	City
	Andy Barlow	City of Mt. Juliet Public Works Director	P	M		X	City
	Josh Suddath	Sumner County Director of Development Services		M	X	X	County
	Jonathan Marston	City of Franklin Asst Director of Engineering				X	City
	Jim Kerr	City of Murfreesboro Transportation Director	P	M		X	City
	Diana Alarcon	Nashville DOT Director	P		X	X	City/County
	Steve Bland	WeGo Public Transit CEO	M	M	X	X	Transit
TDOT	Preston Elliott	TDOT Deputy Commissioner of Environment and Planning			X	X	State

KEY

M = Member; P = Proxy

PLN = Planning Role

DEV = Project Development Role (Design, Engineering, Project Management, etc)

Recommendation

For information only.



Obstacles to Obligation

- **Major Challenges:** Complex Review/Approvals, Utility Relocation
- **Moderate Challenges:** Staffing Challenges, Insufficient Funding
- **Minor or Occasional Challenges:** Conflicting Expectations on Design, Lack of Public Buy-In

Areas of Opportunity

- **Information Exchange:** Disseminate meaningful information about project updates and set clear expectations for meeting deadlines
 - GNRC developed an online application with Knack software to gather TIP project updates. The tracker contains all projects currently programmed in the TIP and can be used by project proponents and staff to gather updates on funding, project phase, and project development status.
 - Better triangulation between TDOT, local project sponsors, and GNRC so that project status can be aggregated and communicated in advance of delays or issues
- **Training and Education:** Raise awareness of TIP programming policies, federal obligation requirements, and TDOT local programming guidelines
 - New GNRC led project programming and development training curriculum for local projects sponsors; scoring priority for those certified through process
- **Policy and Programming:** Optimize programming policies and procedures to minimize obstacles and better position projects for success
 - Require minimum planning thresholds prior to programming
 - Enforce programming policies to keep sponsors accountable
 - Swap suballocated funds or obligation authority with TDOT
 - Limit focus of federal grants to higher cost projects or construction only
- **Workflow and Process:** Improve predictability in the process and align the level of effort with project scale and scope
 - Establish consistent timeframes for review and approval
 - Streamline process for small scale (CE) projects

Outstanding Questions

- **One size does not fit all** - Not all of the steps in the project development process are applicable to projects - Is it possible for TDOT to create custom checklists by project type and anticipated timeframes?
 - Can there be an opportunity for project proponents to meet with TDOT Local Programs at the beginning of the process to identify the steps that apply and don't apply?
- **Information Sharing** – Through the development process, project submissions, reviews, and approvals are generally shared in static PDFs and/or via email. Given that the project development process involves coordination across divisions within TDOT and with external stakeholders, it is critical that all parties have access to accurate and complete project information.
 - Is TDOT exploring new software or in the process of transitioning to an online system that to be able to more easily view and share project information internally and externally?
- **Communication of Changes and Their Impact** - TDOT recently made changes to its procedures for the review and approval by the Environmental Division at each phase of project development. Project proponents that found out about these changes through the submission of projects for review have concerns that these changes may further delay project delivery.
 - Can TDOT provide an overview of the changes, explain the rationale behind these changes, and what impact they are likely to have on project delivery?
- **Conflicting Comments** – Project proponents expressed concern that design comments from TDOT often contain conflicting comments across TDOT divisions and sometimes conflict with the professional judgement of local staff.
 - What can TDOT Local Programs do to address conflicting comments across TDOT divisions before they are shared with local project sponsors?
- **Empowering Local Programs** - Local Programs staff serve as project coordinators across multiple TDOT divisions, however they are often awaiting review and comments from other divisions.
 - Is there an opportunity to empower Local Programs staff to be able to enforce review timeframes?
- **Equal Priority for Locally-led Projects** – Locally-led projects compete with TDOT-led projects for TDOT staff time and resources.
 - How does TDOT ensure that locally-led projects receive the same priority as TDOT-led projects? What policies or practices have been successful in the past? Are there any new initiatives under consideration to balance these priorities?
- **State Requirements versus Federal Requirements** – TDOT has indicated that most of the requirements of project sponsors within the development process are derived from federal requirements. Is there a comparison table that details state versus federal requirements for each step of the process?
 - Are there any aspects of the process where TDOT could reduce its requirements or enhance flexibility to support proponents?
- **TDOT as a Guide to the Process** – TDOT staff generally assume the role of regulator when it comes to the project development process, however local government staff are in need of a guide to support them through the unfamiliar process they do not encounter routinely.
 - In addition to the Local Programs training, what steps have TDOT taken to inform and guide project sponsors through the process? Are there any new initiatives under consideration to better guide project proponents through the process?

Agenda Item 4b.

Update on the Development of the FYs 2023-26 Transportation Improvement Program

Background

Staff will provide an overview of the amount of funding expected to be available for transportation investments over the next four federal fiscal years. Staff will also summarize the extent of existing funding requests for the FYs 2023-26 TIP based on updates from project proponents through the GNRC Online TIP Tracker at www.gnrc.org/app/tip-tracker.

Recommendation

For information only.



Update on Development of the FYs 2023-26 TIP

Sean Pfalzer Transportation Planning Manager

TIP Development Process

Compile Project Funding Requests (Existing and New)

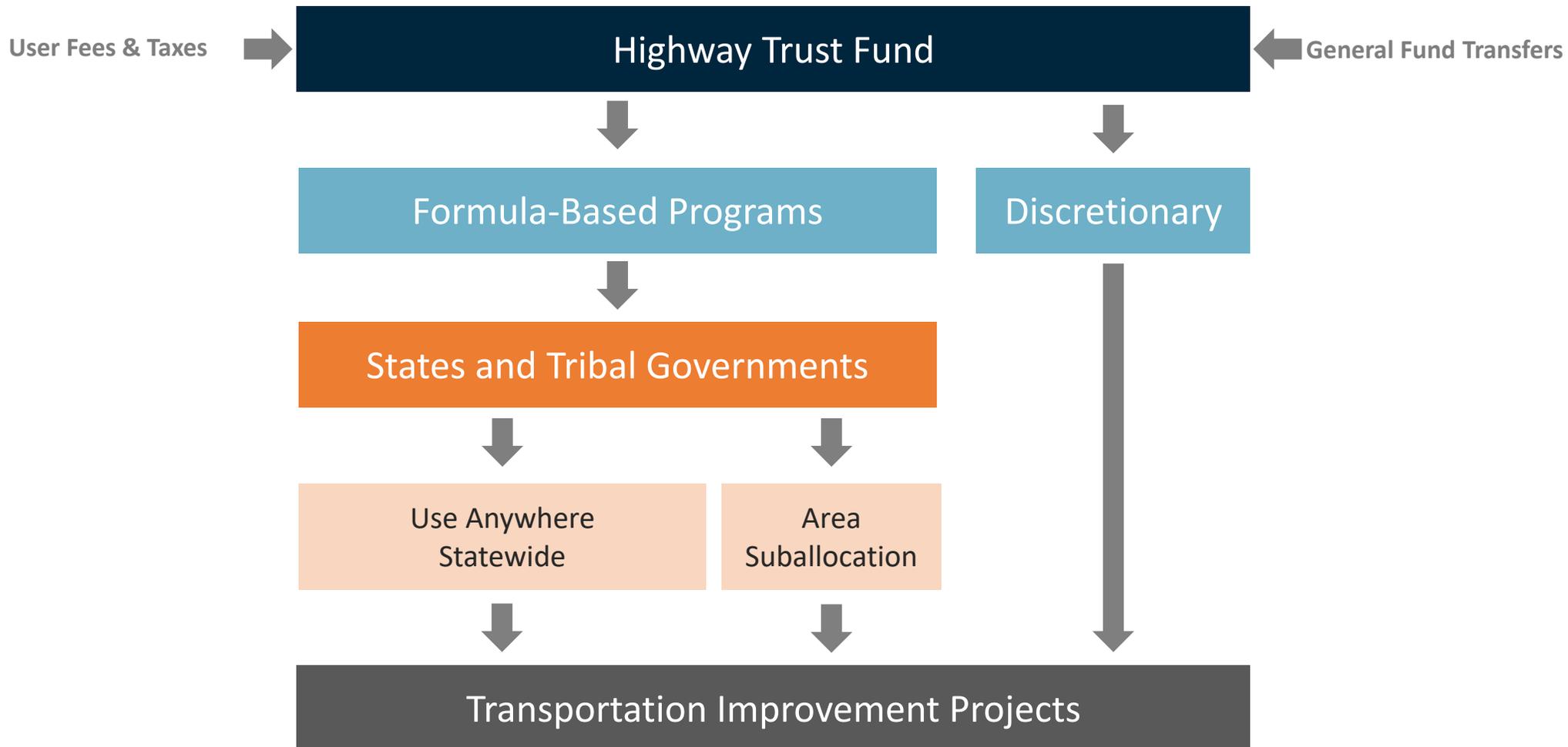
Prioritize Projects Based on Available Funding

Draft Document for State and Federal Review

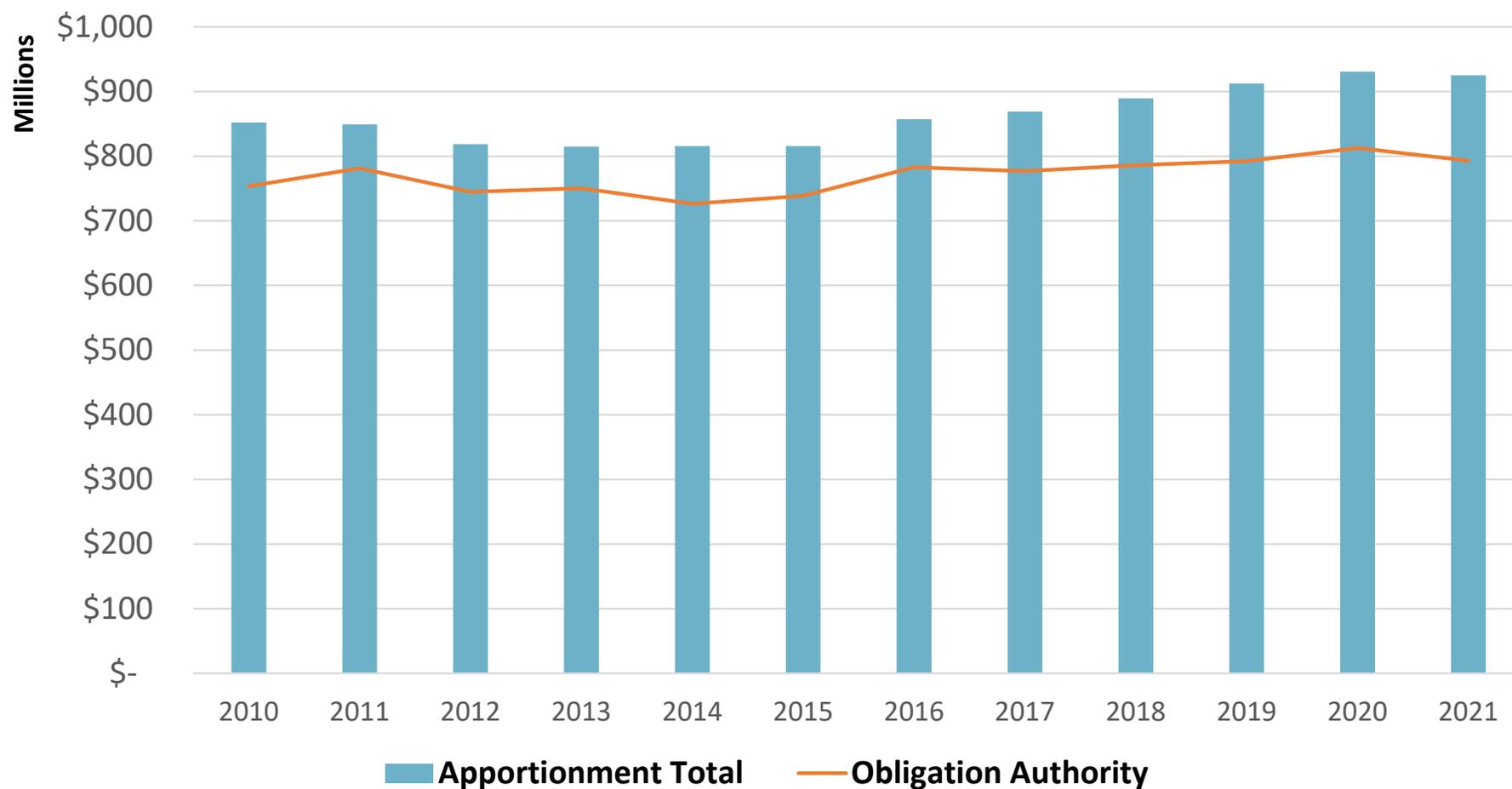
Release Draft Document for Public Review and Comment

Adopt and Submit TIP for Federal Approval

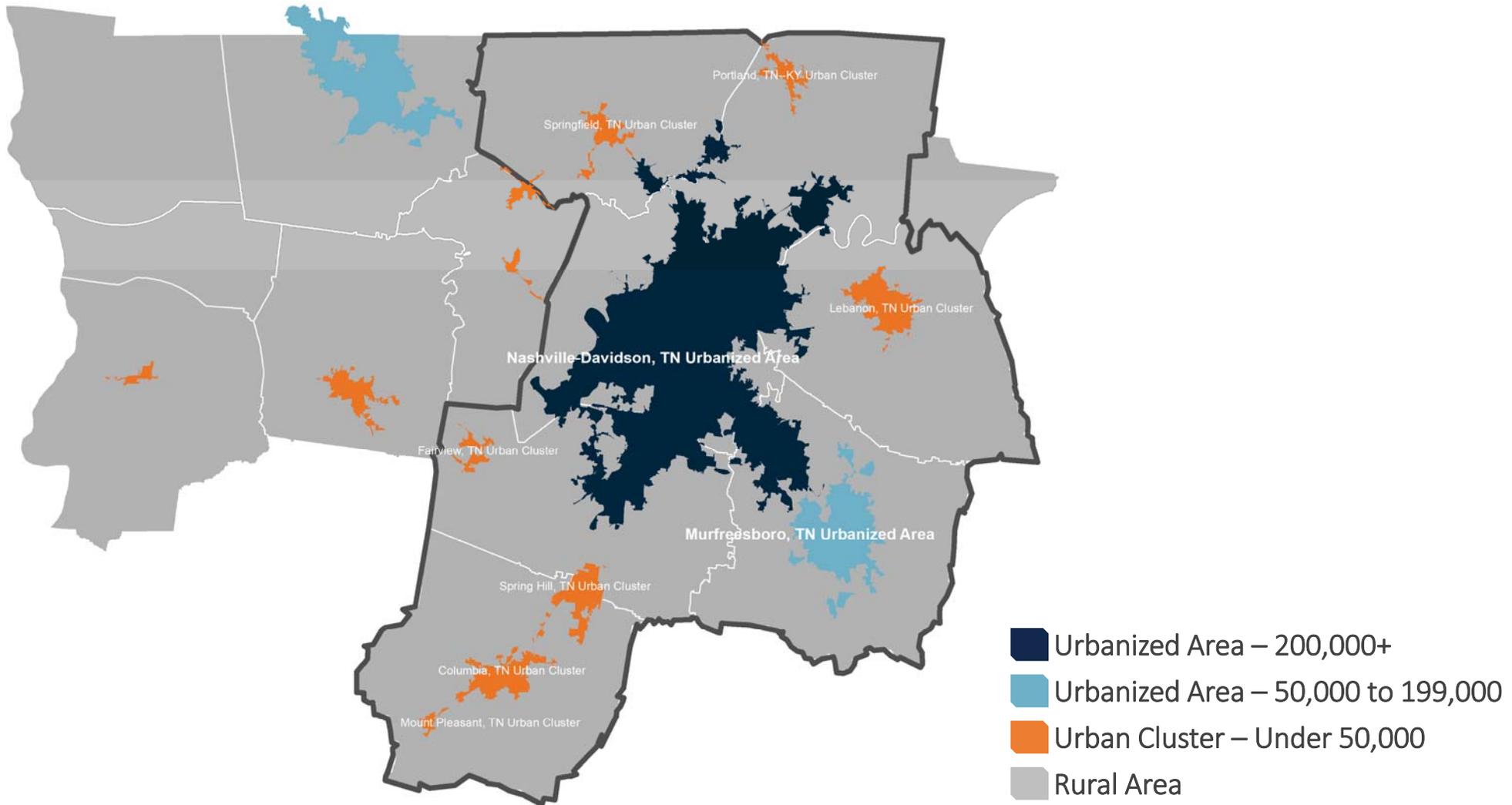
Federal Transportation Funding



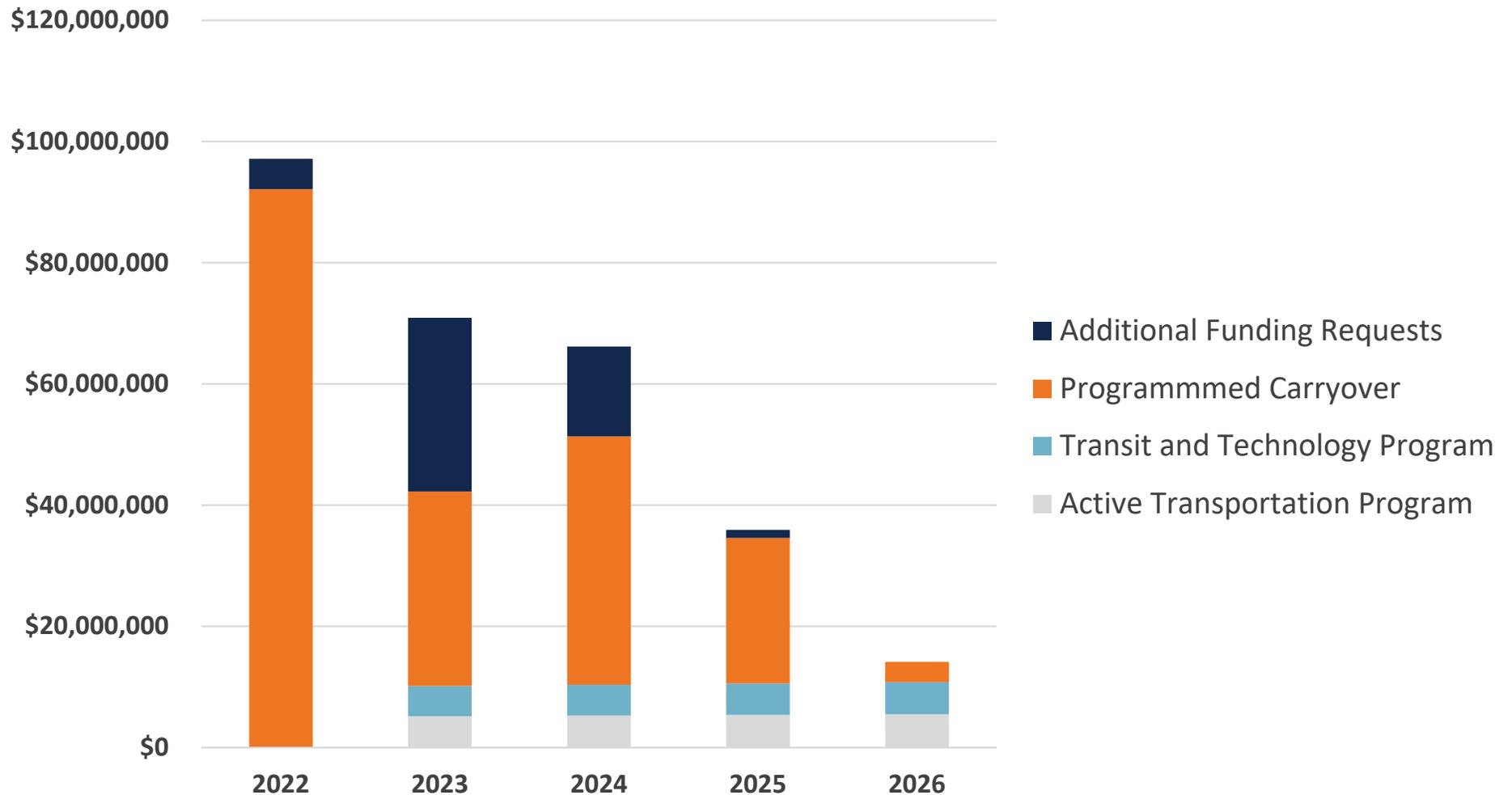
Federal Highway Apportionments, Tennessee, 2010-22



Funding Allocation Mandatory Suballocation



Summary of Existing Requests for the FYs 2023-26 TIP by Fiscal Year



Agenda Item 4c.

Annual Call for Studies for the UPWP

Background

The Unified Transportation Planning Work Program (UPWP) identifies all federally funded regional planning activities or studies that will be carried out by GNRC staff, vendors/consultants, or partner organizations as well as regionally significant efforts that are underway with state and local funds.

The current UPWP covers FYs 2022-23 (Oct. 1, 2021-Sept. 30, 2023) and is available online at www.gnrc.org/upwp.

Staff will provide an update on activities included in the adopted UPWP and invite members to submit updates on local planning efforts or request additional regional activities at www.gnrc.org/survey/upwp.

Recommendation

For information only.

Agenda Item 5d.

Status Update on the Programming of Lapsing Funds

Background

There is approximately \$4-5 million in federal funds available to the Nashville Area MPO through the Highway Infrastructure Program (HIP) and Transportation Alternatives Program (TAP) that is subject to lapse by September 30, 2022.

Highway Infrastructure Program provides funding to address state and local transportation needs through the construction of highways, bridges, and tunnels and the Transportation Alternatives Program provides funding for on and off-road pedestrian and bicycle facilities, as well as related safety features, environmental mitigation activities, and education and outreach.

GNRC staff is working with local project proponents and the TDOT to identify suitable candidates for the funding based on the following criteria:

- **Readiness:** Is the project in or approaching ROW or construction phase?
- **Eligibility:** Is the project consistent with HIP or TAP funding eligibility?
- **Funding Need:** How much HIP/TAP funding could the project utilize? Is there additional funding necessary to complete the project?
- **Staff Assessment:** What is the level of risk that the project will not be able to obligate the funds by the end of the federal fiscal year?

Recommendation

For information only.