

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: 4-20-22

Billy Vogle
The Honorable Billy Vogle

Chairman, MPO Transportation Policy Board

Sean Pfalzer
Sean Pfalzer, Transportation Planning Manager
MPO Coordinator