

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
April 20, 2022

Attendees: Ms. Diana Alarcon (for Mayor John Cooper), Mayor Rogers Anderson, Mayor Rick Bell, Mr. Steve Bland, Mayor Paige Brown, Mayor Mike Callis, Mayor Jamie Clary, Mr. Gerald Herman (for Mayor Michael Arnold), Mayor Anthony Holt, Mr. Eddie Hood, Mayor Randall Hutto, Mr. Jim Kerr (for Mayor Shane McFarland), Mayor Bill Ketron, Mr. Victor Lay (for Mayor Derek Adams), Mr. Jonathan Marston (for Mayor Ken Moore), Mr. Kenny Martin (for Mayor James Maness), Mr. Addam McCormick (for Mayor Rusty Tinnin), Mr. Andrew Pieri (for Mayor Timothy Lassiter), Mayor Mary Esther Reed, Mr. Jonathan Russell (for Gov. Bill Lee), Mr. Sean Santalla, Mayor James Brian Smalling, Mayor Billy Vogle

Call to Order and Approval of Previous Meeting minutes

Mayor Billy Vogle, Chair, opened the meeting at 10:30 a.m.

Mayor Anthony Holt moved to approve the January 19, 2022 meeting minutes with Mr. Eddie Hood seconding. The motion passed unanimously.

Mr. Jim Kerr moved to approve the February 16, 2022 meeting minutes. Mayor Anthony Holt seconded, and the motion passed unanimously.

Mr. Eddie Hood moved to approve the March 2, 2022 Special Called meeting minutes. Mayor Rogers Anderson seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Action Items

a. Public Hearing: Resolution TPB 2022-03 Amending the FYs 2020-23 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, gave an overview of the proposed amendments.

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

Mayor Vogle opened the floor for public comment. There was no comment. Mayor Vogle closed the public comment period.

Mr. Victor Lay moved to adopt the resolution. Mayor Holt seconded the motion, and it passed unanimously.

b. Election of Transportation Policy Board Officers

Mayor Mary Esther Reed presented the slate of candidates on behalf of the nominating committee which was made up of Mayor Paige Brown, Mayor Randall Hutto, and Mayor Reed. The nominating committee nominated Mayor Billy Vogle for Chair and Mayor Chaz Molder for Vice-Chair. There were no nominations from the floor.

Mr. Gerald Herman moved to elect the slate of candidates as presented. Mayor Bill Ketron seconded the motion. The motion passed unanimously.

Informational Items

a. Report from the Project Delivery Task Force

Mayor Reed thanked all who serve on this task force and said that the meetings have been very productive thus far. She noted that the task force is made up of TCC members, elected officials, GNRC staff, and TDOT staff. She provided an overview of the work completed over the first five meetings and said that it would be documented in a memorandum. She said that the task force reviewed programming and obligation history, surveyed members to identify obstacles to obligation, identified areas of opportunity for potential solutions, and identified outstanding questions to address.

The obstacles to obligation are listed below.

- **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

Mr. Pfalzer gave an overview of the task force's objectives, current practices, and areas of opportunity.

- **Information Exchange:** Disseminate meaningful information about project updates and set clear expectations for meeting deadlines
- **Training and Education:** Raise awareness of TIP programming policies, federal obligation requirements, and TDOT local programming guidelines
- **Policy and Programming:** Optimize programming policies and procedures to minimize obstacles and better position projects for success
- **Workflow and Process:** Improve predictability in the process and align the level of effort with project scale and scope

Mayor Reed covered the next steps for the task force and acknowledged that the task force is at a point to move forward with specific recommendations. She said that the next steps are to invite TDOT local programs and the environmental division to discuss their perspective on issues and challenges with the task force. She also said that the task force needs to assess each of the identified areas of opportunity and potential solutions, and to begin drafting recommendations to include roles, responsibilities, timelines, and resources.

Mayor Reed said that the task force has really worked together to benefit all of the communities as we move forward. She said that the local jurisdictions need to step up and remember that TIP funds should only be used if a project is ready to start the project development process. She said that if proponents are not ready to move forward with a project, please consider this before requesting it be added to the TIP. She said that a letter will be sent to Mayor Vogle and TDOT with recommendations from the task force and a request to TDOT asking for feedback on if the recommendations can be implemented.

Mr. Jonathan Marston said that looking at the project development process needs to be a continuing effort. It should not be a one-time thing.

Mayor Holt said that projects in the TIP for a long time need to move forward and wondered if there was a discussion on how to do this. Mayor Reed said that no one wants to see their project taken out of the TIP but with a limited amount of funding, this might happen. She said that it is this Board that will have to make the hard decision as to which projects need to be taken out of the TIP. She said that maybe once a quarter the task force needs to meet to discuss which projects need to be brought before the Board to either move long-time projects along or move them out of the TIP.

Mayor Vogle said that he has been impressed with the task force and thanked Mayor Reed for her leadership. Mayor Reed reminded the members that any of the Board members are welcome to come to the task force meetings.

b. Update on FYs 2023-26 TIP Development

Mr. Sean Pfalzer, Transportation Planning Manager, said that today's presentation will focus on the available federal funding through the life of the upcoming TIP.

Mr. Pfalzer gave an overview of how federal funding is distributed to urbanized areas across the State. He said that the MPO region is one of the four main urbanized areas in the State with 200,000 or more people, and that federal funding includes a mandatory suballocation to these urban areas. He said that Nashville-Davidson and Murfreesboro are the two Urbanized Areas (UZAs) in our region, and therefore receive suballocated funding. He said the projection of suballocated revenue for FYs 2023-26 is \$4.7 billion statewide with \$1.1 billion for the Nashville Area MPO through 2026.

Mr. Pfalzer said that about \$1.1 Billion is anticipated to be programmed within the life of the FYs 2023-2026 TIP. He said that the majority of those funds are funding from TDOT's statewide pot, with only about \$30-40 million annually in suballocated funds. He gave an overview of the projection of suballocated revenue for the life of the TIP by source. He said that there is approximately \$308 million of federal funds available to program within the region.

Mr. Pfalzer gave a breakdown of the summary of requests for suballocated funding. He said that the majority is made up of carryover programming, or projects that are currently programmed in the TIP, Transit and Technology and Active Transportation programs, and additional funding requests to existing projects.

He said that the key questions for suballocated funds are:

- **Confidence about projects that haven't started.** To what extent should GNRC be requiring a project planning report prior to programming funds? This best practice could help produce better costs estimates and identify unanticipated challenges (e.g., utilities).
- **Inflationary pressures.** How will inflation and right-of-way cost increases impact project costs for the anticipated year of expenditure?
- **Local Match Commitments.** To what extent will local governments be able to provide sufficient proof of local match?
- **State Financial Participation.** What will TDOT's level of participation be in providing cost-sharing using state dollars or statewide federal grants?

Mr. Pfalzer said that the key questions for statewide funds are:

- **The majority of revenue that will be programmed in the TIP will come from funds available statewide.** When will TDOT share information about state priorities with the Board? How will members be able to weigh in on state project selection?
- **TDOT typically requests large project groupings in the TIP.** Can TDOT provide a list of suitable candidates for HSIP, STBG, and NHPP groupings so the Board can be aware of the universe of projects and weigh in on determining priorities?

c. Annual call for Planning Studies

Mr. Pfalzer said that the purpose for the call for studies is to account for all activities going on in the region and prioritize and program federal planning grants in support of transportation goals across the metropolitan planning area.

Mr. Pfalzer said that 80% of the annual funding for regional transportation planning comes from federal funds, 4% from state funds, and 16% from local funds. He gave a breakdown of how that funding is expended, and said that the ongoing MPO program staffing and operating costs account for nearly 90% of the funds.

The planned activities led by GNRC include the Regional Growth Management Study, Coordinated Human Services Transportation Plan, and Regional Freight Study.

Mr. Pfalzer said that there are two actions needed from the TPB:

1. Share information about relevant local or subregional planning efforts
2. Suggest a regional priority giving a need, issue, or concern that should be examined as part of the regional work program.

A public hearing and adoption will be held on June 15th. To review the current UPWP go to www.GNRC.org/UPWP/FY2022-23

To provide feedback and make requests go to www.GNRC.org/SURVEY/UPWP

Regular Reports

a) FHWA and FTA Report

Mr. Sean Santalla let the members know that Ms. Sabrina David has moved to Georgia to become the Division Administrator of the FHWA Georgia Division.

He said that the Multimodal Project Discretionary Grant Opportunity combines two new programs and reauthorized one preexisting program. The Mega allocates \$1 billion to focus on large multimodal transportation projects; the INFRA: \$1.55 billion (15% for small projects); the Rural program: \$300 million for Rural Surface Transportation Grant Program. The deadline for applications is May 23, 2022.

Mr. Santalla said that the Safe Streets and Roads for All is discretionary funding to implement safety improvements. The information will be coming out in May and there will be a pre-application webinar.

Mr. Santalla said that the Federal Certification Review is ongoing and FHWA wants feedback from the members. He said that one listening session was held on April 13 and another one will be this afternoon.

He commended the Project Delivery Task Force for their work.

b) TDOT Report

Mr. Jonathan Russell said that TDOT will notify awardees of the Urban Transportation Planning Grant this week. He noted that there were four applications from this area.

He said that the IJIA created a discretionary grant of \$7.5 billion for electric vehicles. TDOT is working with TDEC to host informational sessions. He said that a session for Nashville is scheduled for May 9th. If you are interested, please attend.

The Multimodal Access Grant program supports the needs of bike/ped/transit users through infrastructure projects that address gaps on state routes. There is \$18 million available

statewide and the max award is \$1 million. Minimum local match requirement is 5%. The notice of intent is due May 17, 2022.

c) Chair's Report

Mayor Vogle thanked the group for having confidence in him as Chair.

d) Staff Report

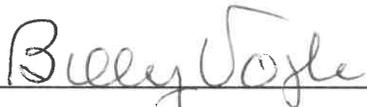
Mr. Pfalzer said that the information about the grants will be sent in a follow-up email.

Ms. Emerson said that there are two sources of federal funds that are scheduled to lapse by September 30, 2022. She provided an overview of the Highway Infrastructure Program (HIP), and Transportation Alternatives Program (TAP). Ms. Emerson said that the Board adopted a policy for programming regional Highway Infrastructure Program (HIP) funds (Resolution TPB-2020-03) in May 2020 that targeted cost overruns for ROW and Construction phases of projects. She noted that there is \$3.77 million in HIP funds that are scheduled to lapse by September 30, 2022 and \$1.33 million in TAP funds subject to lapse by September 30, 2022.

Ms. Emerson said that staff went through a process to identify suitable candidates for these funds. She said that the factors for the suitable candidates for the funds are 1) is the project in or approaching ROW or construction phase, 2) is the project consistent with HIP or TAP funding eligibility, 3) how much HIP/TAP funding could the project utilize and is there additional funding necessary to complete the project, and 4) what is the level of risk that the project will not be able to obligate the funds by August 2022.

With no further business, the meeting was adjourned at 11:44 a.m.

Date: 6-15-22



The Honorable Billy Vogle
Chair, Transportation Policy Board



Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Policy Board