

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
June 15, 2022

Attendees: Ms. Diana Alarcon (for Mayor John Cooper), Mayor Rogers Anderson, Mr. Andy Barlow (for Mayor James Maness), Mayor Rick Bell, Mayor Mike Callis, Mr. Felix Castrodad (for Mr. Steve Bland), Mayor Jamie Clary, Mayor Anthony Holt, Mr. Eddie Hood, Mayor Randall Hutto, Mr. Jim Kerr (for Mayor Shane McFarland), Ms. Pam Kordenbrock, Mr. Victor Lay (for Mayor Derek Adams), Vice-Mayor Christa Martin (for Mayor Chaz Molder), Mr. Addam McCormick (for Mayor Rusty Tinnin), Mr. Matt Meservy (for Gov. Bill Lee), Mayor Ken Moore, Mr. Andrew Pieri (for Mayor David Gregory), Mayor Mary Esther Reed, Vice-Mayor Jim Shulman, Mr. Nick Tuttle (For Mayor Paige Brown, Mayor Billy Vogle

Call to Order and Approval of Previous Meeting minutes

Mayor Billy Vogle, Chair, opened the meeting at 10:22 a.m. Mr. Eddie Hood moved to approve the April 20, 2022 meeting minutes. Mayor Ken Moore seconded, and the motion passed unanimously.

Public Comment

There was no public comment.

Action Items

a. PUBLIC HEARING: Resolution TPB 2022-02 Amending the FYs 2020-23 Transportation Improvement Program (TIP)

Mr. Sean Pfalzer, Transportation Planning Manager, presented the one proposed amendment that has been out for the required public review and comment period. The amendment adds construction funding for the Bridge Replacement at Iron Bridge Road. An interactive map of TIP amendments for the current TIP can be accessed at data-gnrc.opendata.arcgis.com/apps.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2022-049	2021-28-112	1628-159	Bridge Replacement at Iron Bridge Road	Columbia	Add funds

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

Vice-Mayor Christa Martin moved to adopt the amendment. Mr. Victor Lay seconded. The motion passed unanimously.

Informational Items

a. Update on FYs 2023-26 TIP Development

Mr. Pfalzer gave an update on the development of the FYs 2023-2026 TIP. He said that over the past six months, staff has gathered updates on projects to develop the upcoming TIP, and that today's presentation will focus on TDOT's proposed priorities for the TIP. He said that approximately \$4.7 billion is available across the state over the next four years which equates to an anticipated \$1.1 billion for the Nashville MPO area. The increase in available funding is thanks to the Bipartisan Infrastructure Law (BIL). This amounts to about \$250 million a year in investments for our region between the statewide pot and suballocated funding.

Mr. Pfalzer said that the TDOT priorities for the TIP total approximately \$534.3 million. Specific projects account for 57% of the funds and program groupings account for 43% of the funds. He said that an additional \$1.1 billion is needed beyond the four-year timeframe of the TIP to complete all of the projects. He also noted that TDOT only identifies three years of funding for state-led projects. He went through a list of projects with funding for construction and ROW, and said that GNRC has requested from TDOT anticipated construction year for proposed projects with no construction phase identified. He presented a list of existing TIP projects that will not be receiving funding in the upcoming TIP, and said that these projects total approximately \$600 million.

Mayor Ken Moore said he was a little confused as to why we are still using the old model of pay as you go and not using the state's AAA rating as leverage. Mr. Matt Meservy said that he will look into the "pay as you go" model. Mayor Moore said that if TDOT is moving projects, they need to communicate with the jurisdiction. Mr. Pfalzer said that according to the Region 3 office cost increases is a large factor is the struggle to keep existing project commitments on schedule and he noted that the Region offices are being tasked with developing 5-year capital plans. Mayor Moore said that all strategies to get the infrastructure built must be explored as we are getting further and further behind.

Mr. Pfalzer gave an overview of TDOT program groupings. He said that GNRC has requested from TDOT a list of suitable candidates for each grouping to be aware of the universe of projects and specific priorities likely to advance over the next four years. The groupings are:

- **National Highway Performance Program (NHPP):** allocates funding to maintain pavement and bridge condition on interstates
- **Surface Transportation Block Grant (STBG):** allocates funding to maintain pavement and bridge condition on state routes
- **Highway Safety Improvement Program (HSIP):** allocates funding to improve safety at high crash locations

Mr. Pfalzer highlighted that TDOT has recently updated their ArcGIS platform to map the condition of pavement and bridges across the state. The link to data portal can be found at <https://tn-tnmap.opendata.arcgis.com/>

Mayor Anthony Holt said that the widening of State Route 386 in Sumner County is a major project that was recently appropriated state funds. He said that 93% of the total cost has secured funding and that the cities need to leverage funds to complete the project. He said that it is a regional project and needs to be in the TIP.

Mayor Holt moved to add the project to the TIP so that the cities can leverage their match.

Mr. Pfalzer said that there is a process of developing a new TIP and it must be fiscally constrained. He said that this project needs to be reviewed before being added to the TIP. Ms. Alarcon said that there should be a process to amend the TIP. Mr. Michael Skipper, GNRC Executive Director, said that the TIP can be amended at each meeting and that the TIP was amended earlier in the agenda. He said that staff does not have enough information to move forward to amend this project into the TIP. He also said that the proposed amendment will need to undergo a public review and comment process. There is a deadline for requesting amendments at each meeting, and that TDOT did not submit an amendment before this deadline.

Mayor Holt said that this project is funded and that any longer delay will cause the cost to rise. Ms. Alarcon asked if the state puts forth the request or is the jurisdiction able to do it. Mr. Pfalzer said that it can come from Sumner County or TDOT but it must come back to the Board to ensure that the TIP demonstrates fiscal constraint. This might mean that other projects may have to fall out of the TIP in order for the TIP to be fiscally constrained.

Mr. Meservy asked if the motion is to amend the existing TIP or the new one. Mayor Holt said either. He said that he just wants to make sure it gets in the TIP. Mayor Holt said that jurisdictions need to be better informed when federal funds are available for leveraging the cost of the project. Mr. Meservy said that the Board must follow the proper procedure to amend the TIP and that public comment is needed before a project can be amended into the TIP. Mr. Skipper said that the state sends the project financial information to staff prior to each board meeting. He asked that Mr. Holt's motion be restated to request that GNRC staff work with the state to prepare an amendment to the existing TIP at a subsequent meeting.

Ms. Pam Kordenbrock said that this is the board's process, and that the board can change that process. She said that the board can do an amendment now. Mr. Skipper said that amendments still need to include a public review and comment period and that this project has not gone through that process. He also indicated that no information about the project has been presented to the board. Ms. Kordenbrock said that it is the board's choice whether to amend the project now or wait until the next TPB meeting.

Ms. Alarcon asked if we need to amend Mayor Holts' motion to ask staff to work with the state to go through the process to where we have public comment.

Mayor Rogers Anderson said that mayors need information prior to it being announced at the meetings. He said that all members have had projects delayed due to limited funding. He noted that he wanted to make sure the appropriate process was followed.

Mayor Holt said that we need to make sure the public is involved. He said that this body needs to do a better job of this body staying involved. He said that when there is available funding, this board needs to prioritize projects and not have projects sitting there for years eliminates needed projects. He said that mayors need to communicate better with GNRC staff.

Mayor Reed said that there are times that TDOT does not provide to staff the needed information for decisions. She said that she hopes this changes.

Mr. Skipper said that at the last meeting staff did a deep dive into the new TIP. That included a list of key questions for TDOT that the board needed answers. He indicated that TDOT has not yet provided complete answers to those questions. He said that in order to amend a project in the TIP the staff must have a project on the table to make sure that there is a scope of work, a budget that ensures the TIP is fiscally constrained, and the public participation process is followed.

Mayor Anderson said that it is time for all to understand what other states and other MPOs are doing for funding. Costs are rapidly rising. He asked if our region should borrow money to build roads. He said that each county needs projects and it is time to look at new ways of funding.

Mr. Skipper said that there have been several investigations into other ways of funding and that staff will bring that back at a meeting in the near future.

Mayor Holt restated his motion: for an amendment of the widening of State Route 386, from SR-386 to SR-109 that GNRC staff should coordinated with TDOT to identify the project cost figures and then undergo public comment and to bring it back to the Policy Board for consideration.

Mr. Skipper said that staff does not need a motion to gather the information if TDOT is able to bring the information to the next meeting.

Mayor Holt said he would withdraw his motion if staff will bring the amendment back in August for a vote.

Mr. Pfalzer said that including the widening of State Route 386 in the current TIP will be more difficult to demonstrate fiscal constraint and that there is more funding available in the new TIP. He said that the staff can propose both scenarios. Mr. Skipper said that the staff will prepare an amendment for the next meeting based on its analysis.

The motion was withdrawn by Mayor Holt and Mayor Anderson withdrew his second.

Mr. Victor Lay asked what qualities a project needs in order to be included in the TIP. If a jurisdiction wants to move a project forward and agrees to front the costs or ROW, NEPA, PE is that project eligible or does funding for construction have to be included. Mr. Pfalzer said that it can be added to the RTP which then goes into the TIP. Mr. Skipper said that if the project is in the RTP and is fiscally constrained it can be easily moved into the TIP with local funding in the short term.

Mr. Andy Barlow said that the Project Delivery Task Force discussed the fact that project readiness is extremely important. There is a large unobligated balance so we need to do what we can to get these projects into the TIP.

Mr. Daniel Capparella, Associate Planner, said that transit funding statewide has increased with the passage of the Bipartisan Infrastructure Law to \$130 million annually over the life of the next TIP. He gave an overview of transit revenue for the FYs 2023-2026 TIP by funding source, and said that there is about \$278 million total over the next four years.

Mr. Capparella gave an overview of transit priorities by purpose, which in total account for about \$181 million for the upcoming TIP. These priorities are split by type between capital (86%) and operations (14%). He said that within capital projects, the majority are maintenance projects, followed by facilities, vehicles, and equipment.

Mr. Pfalzer said that the projection of suballocated revenue for FYs 2023-26 is approximately \$320 million. He said that there is funding set aside for the Transit and Technology Program, Active Transportation Program, carryover programming, and additional funding requests for existing projects. The remaining 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 cost 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?

Mayor Anderson asked if TDOT calculates the cost of moving the utilities if they are in the right-of-way. Mr. Meservy said it is part of the design/development cost.

Mayor Anderson asked if the utilities are responsible for the moving of utilities if they are in the right-of-way why are we paying a third party to do that. Mr. Pfalzer said he was not sure. Mr. Jim Kerr said that in the City of Murfreesboro if the utilities are in the ROW, then the utilities pay. Mr. Taylor Lee, TDOT said that if a utility is in the ROW, then the utility has to pay for moving. If it is on a private ROW, it is part of the project cost.

Ms. Alarcon asked if there is an update on the lapsing funds that needed to be allocated. Mr. Pfalzer said that the staff is working with TDOT to identify a project we can swap funding with the Highway Infrastructure Program. He said that no promising project candidate has been identified. He said that for the Transportation Alternative Program (TAP) funds, staff has a candidate project that is from the City of Hendersonville. That project is the Sanders Ferry Bike Trail and it has an additional cost increase that can be covered by U-TAP funds.

b. Update on Annual Call for Studies for the UPWP

Mr. Pfalzer said that the Transportation Planning Work Program, referred to as the Unified Planning Work Program (UPWP) is adopted every two years.

He briefly listed the member activities underway, planned/upcoming activities, and new requests.

The public review and comment period will be August 4th – August 17th with a public hearing and adoption by the TPB on August 17th.

Mr. Pfalzer said that the members can provide feedback and make requests at www.GNRC.org/SURVEY/UPWP

c. Hytch Rewards Presentation

Mr. Pfalzer introduced Hytch and said that GNRC awarded Hytch a grant in 2019 through the Regional Transit and Technology Program to utilize the Hytch platform to achieve goals identified in the RTP and to incentivize the 1) use of non-single occupancy vehicle travel, 2) avoidance of peak periods of congestion, and 3) detouring of congested corridors.

Mr. Robert Hartline said that employers know it is difficult to find and keep good people. He said that incentives work. He said that Hytch's platform can help by creating a mentoring between employees during the commute. There are webinars to learn about the tool that helps employers learn how to recruit and hire great people.

Mr. Mark Cleveland said that carpooling helps offset high fuel costs, creates better relationships, create carpools with concierge services, and mass transit. The new way to do this is to incentivize the trip.

Mr. Pfalzer said the next step is to deploy this platform and begin using the Hytch App to change travel behaviors.

Regular Reports

a) FHWA and FTA Report

Mr. Sean Santalla announced the following funding opportunities:

- **Safe Streets and Roads for All Program** has approximately \$1 billion annually through grants to prevent roadway deaths and serious injuries. A Notice of Funding Opportunity (NOFO) has been released. Applications for this grant program are due on September 15th, 2022. There are several upcoming informational webinars on how to apply for this grant. More information on the program, webinar, and the NOFO are available at <https://www.transportation.gov/SS4A>.
- **Bridge Investment Program** has \$2.3 billion available to replace, rehabilitate, and preserve/protect bridges that are on the national bridge inventory. Planning grants are due 7/25/22, large bridge applications are due 8/9/22, and smaller bridge projects applications are due 9/8/22.

Mr. Barlow asked if TDOT will use some of these funds to supplement bridge projects. Mr. Meservy said he assumed so.

b) TDOT Report

Mr. Meservy said that TN electric vehicle charging stations plan is in home stretch. It will be out soon.

c) Chair's Report

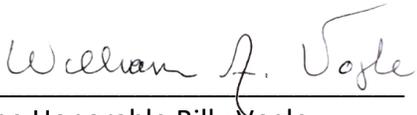
Mayor Vogle said that it is important to be in the meetings in person. He said that costs are causing major issues in getting projects done.

d) Staff Report

Mr. Pfalzer said that the TIP tracker gives detailed information on projects. He said that if members are looking for information on projects and funding, they can access that at www.gnrc.org/app/tip-tracker.

With no further business, the meeting was adjourned at 11:55 a.m.

Date: 8/17/2022



The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board



Sean Pfalzer, Transportation Planning Manager
MPO Coordinator