



Transportation Policy Board

10:15 A.M., Wed., June 16, 2021

Tennessee Bankers Association
211 Athens Way, Nashville TN 37228
ONLINE OPTION: GNRC.org/Calendar

REGULAR MEETING AGENDA (IN PERSON)

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

Billy Vogle
Board Chair

2. Public Comment

3. Action Items:

a. PUBLIC HEARING: Resolution TPB-2021-06 Amending the FYs 2020-23 Transportation Improvement Program (TIP) (A)

GNRC has held a public review and comment period for Cycle C amendments to the FYs 2020-23 TIP. The amendments are presented for approval by the Transportation Policy Board. A public hearing is required prior to adoption.

Anna Emerson
*Principal Planner and
Transportation Improvement
Program Coordinator*

b. PUBLIC HEARING: Resolution TPB-2021-07 Amending the FYs 2020-21 Unified (Transportation) Planning Work Program (A)

GNRC has held a public review and comment period for amendments to the current UPWP. The amendments are presented for approval by the TPB. A public hearing is required prior to adoption.

Sean Pfalzer
*Transportation Planning
Manager and MPO
Coordinator*

c. Resolution TPB-2021-08 Approving Regional Transit Safety Performance Targets (A)

Staff will present recommended targets for transit safety within the region as part of FTA performance-based planning requirements.

Daniel Capparella
Active Transportation Planner

d. COVID Relief Funds Call-for-Projects (A)

The Coronavirus Response and Relief Supplemental Appropriates Act brings approximately \$8 million in anticipated federal funds to the seven-county Nashville metropolitan planning area. Staff will present a recommended call-for-projects to prioritize the use of these funds.

Sean Pfalzer

4. Informational Items:

a. Presentation of the FYs 2022 and 2023 Work Program (A)

Staff will present a list of proposed planning activities for the draft FYs 2022-23 Transportation Planning Work Program (also called the UPWP) to be released for public review and comment.

Sean Pfalzer

(A) Indicates an attachment is available in the packet

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b. Update on TDOT Activities in the Regional TIP (A)

TDOT staff will present updates on the programming of TDOT priorities in the TIP, including the use of advanced construction, status of IMPROVE Act projects, and cost estimation challenges.

Brian Hurst

TDOT

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

Sean Pfalzer

6. Other Business

7. Adjourn

Agenda Item 1.

Prior Meeting Minutes

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes for March 17 and May 19.

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
March 17, 2021

Attendees: Mayor Rick Bell, Mr. Steve Bland, Mayor Paige Brown, Mayor Mike Callis, Mayor Jamie Clary, Mr. Preston Elliott (for Gov. Bill Lee), Mayor Rick Graham, 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, Mayor James Maness, Mayor Chaz Molder, Mayor Ken Moore, Mayor Mary Esther Reed, Mr. Jonathan Russell, Mr. Sean Santalla, Mr. Marty Sewell, Mayor Billy Vogle, Mr. Matt Von Lunen

Call to Order and Approval of Previous Meeting minutes

Mayor Mary Esther Reed, Chair, opened the meeting at 10:15 a.m. The meeting was held via Microsoft Teams.

Mayor Ken Moore moved to approve the February 17, 2021 meeting minutes. Mayor Bill Ketron seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Action Items

a) Public Hearing: Resolution TPB-2021-05 Amending the FYs 2020-23 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, presented Cycle B amendments to the FYs 2020-23 TIP listed below. She said that the amendments have been out for the required public review and comment period and no comments were received.

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

Mayor Billy Vogle moved to approve the TIP amendments with Mayor Ken Moore seconding. The motion passed unanimously.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2021-014	2019-32-093	1632-168	I-65 Widening from SR-25 to SR-109	TDOT	Add funds
2021-015	2021-17-114	Multimodal	Charlotte Ave (SR-24/US70)/Dr. MLK Jr. Blvd Connected Transit Technology	Metro Nashville	Add project
2021-016	2021-44-115	Safety	Veterans Pkwy/I-840 Interchange Lighting Project	Murfreesboro	Add project
2021-017	2021-44-116	Safety	Joe B. Jackson Pkwy/I-24 Interchange Lighting	Murfreesboro	Add project
2021-018	2015-111-069	Active Transportation Program	North Nashville Transit Center	Nashville MTA (WeGo)	Add funds
2021-019	2021-811-117	Multimodal	Regional Park & Ride Facility	RTA (WeGo)	Add project

b) Election of Transportation Policy Board Officers

On behalf of the nominating committee made up of Mayor Paige Brown, Mayor Randall Hutto, and Mayor Ken Moore, Mayor Brown presented the slate of candidates for the remainder of the 2021 calendar year. The candidates were Robertson County Mayor Billy Vogle for Chair and Columbia Mayor Chaz Molder for Vice-Chair. There were no nominations from the floor.

Mayor Randall Hutto moved to elect Mayor Vogle as the next Chair. Mayor Brown seconded, and the motion passed unanimously.

Mayor Ken Moore moved to elect Mayor Chaz Molder as Vice-Chair. Mayor Anthony Holt seconded. The motion passed unanimously.

Informational Items

a) Amtrak and the Potential for Future Passenger Service

Mr. T.L. Stennis and Ms. Mariah Morales of Amtrak provided a brief history and overview of Amtrak. By federal law, Amtrak is granted access to the entire national rail network. Amtrak partners with 17 states to operate 38 corridor routes based on those states’ service plans and policy goals. Routes are generally less than 500 miles and always less than 750 miles. He said that there is potential for growth but often host railroads impede reliable service and future expansion. He also noted that millennials and immigrants are critical to the nation’s changing demographics, and they are key to Amtrak’s plans as both groups favor living in urban settings and are receptive to train travel.

Ms. Morales said that the proposed service improvements include Nashville-to-Atlanta corridor service with possible extension to Memphis. She said that focused state advocacy for intercity passenger rail and Amtrak is necessary, including 1) stable, reliable Amtrak and intercity passenger rail funding, 2) necessary funding to improve existing routes and to create new ones,

and 3) necessary tools to improve on-time performance and access to host railroad infrastructure.

Mr. Stennis said that Amtrak continues to stay engaged with delegations, mayors and city managers along the proposed routes. He said that the next step is for locals to express support to their state and federal leaders.

For more information, contact Mr. Stennis at stenniT@amtrak.com or Ms. Morales at mariah.morales@amtrak.com

b) Call for Studies and Planning Activities for FYs 2022-23

Mr. Sean Pfalzer, Transportation Planning Manager, presented background information on the FYs 2022-23 Transportation Planning Work Program (also called the UPWP). He noted that there is a dual purpose to the UPWP: 1) to coordinate planning – account for and align activities that have an influence on regionally significant transportation policies, plans, and programs, 2) federal programming – prioritize and program federal planning grants in support of transportation goals across the metropolitan planning area.

Information on the current UPWP and ongoing studies can be found at www.gnrc.org/UPWP

Despite the recent completion of the 2045 Regional Transportation Plan, there is more work to be done to solve the regional transportation issues and it will require more collaboration, more innovation, and more revenue. TPB input is necessary to document relevant local or subregional planning efforts and to identify regional priorities that should be examined as part of the upcoming work program. He requested that members complete the UPWP survey at www.gnrc.org/survey/UPWP by March 24th. Based on the development timeline, adoption of the new UPWP is scheduled for August 18, 2021.

c) Update on Status of Transportation Improvements

Ms. Emerson provided an overview of the TIP Project Tracker that contains projects within the FYs 2020-23 TIP and noted that she has been working with TCC members to gather updates on projects to support project tracking and ensure the timely implementation of projects.

Ms. Emerson gave an overview of the Advance Construction and TDOT projects utilizing that funding strategy. She said that advance construction (AC) is a project authorization technique that allows the Federal Highway Administration (FHWA) to authorize a project without obligating federal funds. It is not a funding category and does not provide additional federal funding. The primary benefit of AC is that it allows states to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with the federal-aid funds at a later date.

Mayor Reed said that the Board needs to continue to have dialogue with TDOT about AC projects.

d) Recommendations for the Use of COVID-Relief Funds

Mr. Pfalzer said that the COVID Relief Funding was appropriated through HIP-CRRSAA (Coronavirus Response and Relief Supplement Appropriations Act) 2021. The purpose is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to HIP. He said that there is no federal match required and that eligibility is similar to the Surface Transportation Block Grant (STBG) program.

Mr. Pfalzer said that the TPB adopted Resolution TPB-2020-03 in May 2020 to guide the regional programming of federal highway infrastructure program (HIP) funds. He said that the policy authorizes existing TIP projects with immediate need of additional funding for right-of-way or construction are eligible.

Given that funding is available for existing TIP projects with additional funding needs for right-of-way or construction and the obligation deadline for CRRSAA funds, GNRC staff recommends that a more suitable approach for programming relief funds is to lower cost projects that can be implemented quickly. Higher priority projects include sidewalk connectivity and pedestrian improvements, transportation technology upgrades, roadway safety improvements, and ADA-related improvements.

Please provide your input on prioritizing these relief funds by March 24th at www.gnrc.org/survey/relief-priorities

Mr. Preston Elliott added that the bill specified that MPOs of 200,000+ population (like the Nashville Area MPO) to get funding which was \$7.9 million for the Nashville Area MPO. He noted that TDOT has decided to also provide funds to smaller urbanized areas (UZAs) across the state. Given the Murfreesboro UZA is located within the Nashville Area MPO, the region will receive an additional \$774,171. The funding suballocated to the Murfreesboro UZA must be obligated by December 31, 2022.

Regular Reports

a) FHWA and FTA Report

Mr. Sean Santalla congratulated Mayor Vogle and Mayor Molder on their election as Chair and Vice-Chair. He thanked Mayor Reed for her service as chair.

He said that the latest COVID Relief Bill does not have funding for FHWA but does for transit and rail. The CHRSSA-issued guidance is contained in a memo that has been shared with GNRC staff.

The USDOT has issued a notice of opportunity for Infrastructure for Rebuilding America (INFRA) grant program. The grant program makes nearly \$900 million available for infrastructure

projects based on criteria that include climate change, environmental justice, and racial equity. Applications are due March 19, 2021.

He said that following the adoption of the RTP, FHWA sent a letter to close out the last remaining corrective action related to the Congestion Management Process (CMP).

Mayor Reed thanked Mr. Santalla for working closely with the staff during the RTP update.

b) TDOT Report

Mr. Elliott thanked Mayor Reed for her leadership.

Last month there was a question as to whether money from sports wagering in the state can be used to fund transportation. He said no it is not possible to use this money for transportation.

He reminded the members to look closely at the projects they have in the TIP to check their status.

Mr. Matt Meservy congratulated the new chair and vice-chair and thanked Mayor Reed for her service.

Mr. Meservy said that the Urban Transportation Planning Grant was awarded to Sumner County for their Active Transportation plan. The project is expected to receive a notice to proceed in mid-April.

c) Chair's Report

Mayor Reed thanked each member of the Board and the staff for all of the hard work during the update to the RTP. She also thanked the planning partners. A special thanks went out to her Smyrna staff who supported her during her time as chair.

She said that the members need to understand how important the Board is and that we need to develop a shared vision not only for each jurisdiction but regionally.

She said that in October 2017 the MPO program became part of the GNRC. She said the issue was studied for over a year and this integration aligned us with the majority of regions across the country with a million people or more. She said that this helps us work as a region on economic development, infrastructure and ensure that it is in sync with transportation planning. This also helps build better partnership with each other and state officials. She said that we have to collaborate to move projects forward.

She congratulated the new officers and offered her help wherever needed.

Mayor Vogle agreed that we are all in this together. He thanked Mayor Reed for her service.

d) Staff Report

Mr. Pfalzer said that he echoed all of the comments about Mayor Reed. He said that the staff appreciates all of her input and hard work.

He announced that there will be a two-day workshop with FHWA on pedestrian safety as part of its Safe Transportation for Every Pedestrian (STEP) program. It is scheduled for April 27-28, from 11am-1pm.

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

Date: _____

The Honorable Mary Esther Reed
Chairman, MPO Transportation Policy Board

Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Policy Board

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
May 19, 2021

Attendees: Mr. Kirk Bednar (for Mayor Rhea Little), Mayor Rick Bell, Mr. Steve Bland, Mayor Paige Brown, Ms. Faye DiMassimo (for Mayor John Cooper), 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. Matt Meservy (for Gov. Bill Lee), Mayor Mary Esther Reed, Mayor Billy Vogle

Call to Order

Mayor Billy Vogle, Chair, opened the meeting at 10:25 a.m. The meeting was held in-person and via Microsoft Teams.

Public Comment

There was no public comment.

Informational Items

a) Proposed Amendments to the FYs 2020-23 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, presented Cycle C amendments to the FYs 2020-23 TIP listed below and displayed at www.gnrc.org/maps/2023TIP. The amendments will be released for the required public review and comment period. Adoption by the TPB is scheduled for June 16th following a public hearing.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2021-020	2020-57-118	Congestion Mitigation	Gallatin ITS Phase 2	Gallatin	Add project
2021-021	2020-56-119	Active Transportation Program	Lock 4 Multiuse Trail	Gallatin	Add project
2021-022	2019-12-100	2821	Charlotte Pike (SR-24/US70) Widening from Near I-40 to Near Annex Ave/Hillwood Blvd	TDOT	Add funds; revise termini
2021-023	2017-12-012	2820; 2821	Charlotte Pike (SR-24) Widening Phase 1	TDOT	Add funds; revise termini
2021-024	2021-17-120	2829	I-24 SMART Corridor Phase 3	TDOT	Add project
2021-025	2021-17-121	2831	I-24 Open Roads Testbed	TDOT	Add project

b) COVID-Relief Funds Call-for-Projects

Mr. Sean Pfalzer, Transportation Planning Manager, reminded members that these funds are to address coronavirus disease 2019 (COVID-19) impacts related to HIP. He said that there is no federal match required and that the eligibility is similar to the Surface Transportation Block Grant Program (STBG).

Mr. Pfalzer said that the staff recommends programming relief funds for lower cost projects that can be implemented quickly. The types of projects include roadway safety improvements, transportation technology upgrades, sidewalk connectivity and pedestrian improvements, and ADA related improvements. Within each project type, he listed potential activities that would qualify as candidate projects. He also noted that GNRC recommends a share of the funding be used to accelerate the acquisition of big data tools to improve transportation planning and system performance monitoring. The obligation date for the Nashville Urbanized Area (UZA) is September 20, 2024 and the obligation date for the Murfreesboro UZA is December 31, 2022.

The tentative schedule would have the TPB issue a call-for-projects on June 16, 2021. The process would conclude with the announcement of awards on September 15, 2021.

c) Proposed Amendments to the FYs 2020-21 Unified Planning Work Program (UPWP)

Mr. Pfalzer said that amendments include the addition of planning grants awarded by TDOT through a Residual 5303 call-for-projects and the Urban Transportation Planning Grant (UTPG). The two projects are nMotion Updates (WeGo/RTA/GNRC) and the Sumner County Bike/Ped Master Plan (Sumner County/TDOT). The amendments will be released for the required public review and comment period. The amendments are scheduled for adoption by the Transportation Policy Board at the June 16th meeting, after a public hearing.

d) Planned Activities for FYs 2022 and 2023 Work Program

Mr. Pfalzer said that the work program has a dual purpose: 1) coordinating planning for regionally significant transportation policies, plans, and programs and 2) prioritizing and programming federal planning grants in support of transportation goals across the metropolitan planning area.

The types of work and activities to be included are 1) outreach and engagement efforts, 2) research and data analysis, 3) policy coordination, and 4) funding. He provided an overview of planning activities underway, planned, and proposed. Planned activities include an upcoming regional freight study and regional traffic impact study.

The draft work program will be presented at the June TPB meeting. The draft document will be released for the required public review and comment period. Adoption by the TPB is scheduled for August 18, following a public hearing.

Regular Reports

a) FHWA and FTA Report

Mr. Sean Santalla thanked GNRC for providing the virtual meeting option.

He noted that US DOT released the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. The objectives of the discretionary grant program are to improve racial equity, reduce impacts of climate change, and create good paying jobs. There is approximately \$1 Billion available nationwide. There is a maximum award of \$25 million per project with a minimum match requirement of 20%. Eligible projects include capital and planning projects. The application deadline is July 12, 2021. More information on the funding opportunity, including a series of webinars, is available on USDOT's website at <https://www.transportation.gov/RAISEgrants>.

b) TDOT Report

Mr. Matt Meservy reminded the members of the upcoming Congestion Mitigation and Air Quality Improvement (CMAQ) Program Grants. He said that eligible projects improve air quality or reduce congestion. The required match ranges from 0% to 20% depending on project type. Awards are scheduled to be announced in September/October 2021.

Mr. Meservy informed members that TDOT has released a new interactive project tracker, known as TDOT Interactive Tennessee Road Improvement Program (iTRIP). The application is available at <https://www.tn.gov/tdot/long-range-planning-home/longrange-data-visualization/gis-mapping-and-support.html>.

Mr. Meservy was asked if there were any updates on the Transportation Alternatives (TAP) or Multimodal Access Grant (MAG) program awards. Mr. Meservy said that he would get back to the policy board about that shortly.

Ms. Faye DiMassimo asked if the project tracker shows the phase of work of each project. Mr. Meservy responded that if the information is in PPRM it will be contained in the project tracker, but PPRM does not always have the most correct information. Mr. Jonathan Russell said that if there are questions about the tracker or a specific project to reach out to him for more information.

Mr. Michael Skipper asked what the universe of projects are that are included in the project tracker. Mr. Meservy said that the system includes all let or active projects.

c) Chair's Report

Mayor Vogle said that several members expressed interest in the idea of reintroducing intercity rail service to Middle Tennessee following Amtrak's presentation in March. He announced the formation of a working group led by City of Lebanon Mayor Rick Bell to pull together interested board members to discuss this idea further. Anyone interested in participating, please contact Mr. Pfalzer at spfalzer@gnrc.org.

d) Staff Report

Mr. Pfalzer said that GNRC hosted an FHWA workshop on pedestrian safety in late April that was well attended.

He also previewed the Public Safety Transportation Agency Safety Plan and noted that a resolution to support regional transit safety targets will be presented at next month's board meeting.

Other Business

Mr. Meservy announced that the TDOT Multimodal Access Grants are expected to be announced in two weeks.

Mayor Vogle thanked Mayor Mary Esther Reed for her service as chair. He also thanked the GNRC staff for their hard work.

With no further business, the meeting was adjourned at 11:10 a.m.

Date: _____

The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board

Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Policy Board

Agenda Item 3a.

Adopt Resolution TPB-2021-06 Amending the FYs 2020-23 Transportation Improvement Program (TIP)

Background

The following updates to the Transportation Improvement Program have been requested by project sponsors as part of amendment Cycle C for FY 2021.

Amend #	TIP #	Project Name	Sponsor	Action
2021-020	2020-57-118	Gallatin ITS Phase 2	Gallatin	Add project
2021-021	2020-56-119	Lock 4 Multiuse Trail	Gallatin	Add project
2021-022	2019-12-100	Charlotte Pike (SR-24/US70) Widening from Near I-40 to Near Annex Avenue/Hillwood Boulevard	TDOT	Add funds; revise termini
2021-023	2017-12-012	Charlotte Pike (SR-24) Widening Phase 1	TDOT	Add funds; revise termini
2021-024	2021-17-120	I-24 SMART Corridor Phase 3	TDOT	Add project
2021-025	2021-17-121	I-24 Open Roads Testbed	TDOT	Add project

Schedule

- May 19 – Initial Presentation to Transportation Policy Board
- May 24- June 16 – Public Review and Comment
- June 2 – Final TCC Presentation
- **June 16 – Public Hearing; Adoption by the Transportation Policy Board**

Recommendation

PUBLIC HEARING: Adopt Resolution TPB-2021-06 amending the FYs 2020-23 Transportation Improvement Program.

RESOLUTION TPB-2021-06

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 2040 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:

Amendment#	Project Description	Proposed Change
2021-020	Gallatin ITS Phase 2	Add project
2021-021	Lock 4 Multiuse Trail	Add project
2021-022	Charlotte Pike (SR-24/US70) Widening from Near I-40 to Near Annex Avenue/Hillwood Boulevard	Add funds; revise termini
2021-023	Charlotte Pike (SR-24) Widening Phase 1	Add funds; revise termini
2021-024	I-24 SMART Corridor Phase 3	Add project
2021-025	I-24 Open Roads Testbed	Add project

Adopted this 16th day of June, 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Billy Vogle,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2020-2023 TIP Amendment – June 2021 Adoption

TIP Amendment # 2021-020

TIP #: 2021-57-118
RTP ID: Congestion Mitigation
Project: Gallatin ITS Phase 2
Requested By: City of Gallatin
Proposed Changes: Add project
Total Project Cost: \$1,565,640

TO: \$1,565,640

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE	CMAQ	240,000	240,000	0	0
2023	CONST	CMAQ	1,325,640	1,325,640	0	0
Total			1,565,640	1,565,640	0	0

Amendment Description

This amendment proposes to add the project to the TIP with \$1,565,640 federal CMAQ funds awarded to the project in TDOT’s 2021 mini-call for CMAQ projects.

This project involves the installation of an intelligent transportation system at 21 signalized intersections in Gallatin located along Nashville Pike (SR-6/US31E), Long Hollow Pike (SR-174), and SR-109.



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2020-2023 TIP Amendment – June 2021 Adoption

TIP Amendment # 2021-021

TIP #: 2021-56-119
RTP ID: Active Transportation
Project: Lock 4 Multiuse Trail
Requested By: City of Gallatin
Proposed Changes: Add project
Total Project Cost: \$4,800,770

TO: \$4,800,770

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE	CMAQ	400,000	320,000	0	80,000
2021	PE	LOCAL	42,120	0	0	42,120
2022	ROW	CMAQ	200,000	160,000	0	40,000
2023	CONST	CMAQ	3,878,650	3,102,920	0	775,730
2023	CONST	LOCAL	280,000	0	0	280,000
Total			4,800,770	3,582,920	0	1,217,850

Amendment Description

This amendment proposes to add the project to the TIP with \$3,582,920 federal CMAQ funds awarded to the project in TDOT’s 2021 mini-call for CMAQ projects.

This project includes the construction of a multimodal trail along Lock-4 Road beginning at Nichols Lane, converting to a sidewalk at the access road for the boat ramp and park entrance, and terminating at the Olympic Way/Lock 4 Park entrance intersection. Project features include culvert replacement & widening, components related to ADA compliance, and other pedestrian features. The culvert replacement portion of the project will be paid with local funds.



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2020-2023 TIP Amendment – June 2021 Adoption

TIP Amendment # 2021-022

TIP #: 2019-12-100
RTP ID: 2821
Project: Charlotte Pike (SR-24/US70) Widening from Near I-40 to Near Annex Avenue/Hillwood Boulevard
Requested By: TDOT
Proposed Changes: Add funds; revise termini
Total Project Cost: \$40,600,000

FROM: \$10,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE-N	NHPP	50,000	40,000	10,000	0
2023	PE-D	NHPP	50,000	40,000	10,000	0
Total			100,000	80,000	20,000	0

TO: \$1,200,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE-N	NHPP	600,000	480,000	120,000	0
2023	PE-D	NHPP	600,000	480,000	120,000	0
Total			1,200,000	960,000	240,000	0

Amendment Description

This amendment proposes to add \$880,000 federal NHPP funds to the project and to revise the termini from “I-40 to American Rd” to “near I-40 to near Annex Ave/Hillwood Blvd.” The length will be adjusted to 1.2 miles as a result of the modification to the termini.

This project will widen Charlotte Pk (SR-24/US70) from 3 to 5 lanes.



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2020-2023 TIP Amendment – June 2021 Adoption

TIP Amendment # 2021-023

TIP #: 2017-12-012
RTP ID: 2820; 2821
Project: Charlotte Pike (SR-24) Widening Phase 1
Requested By: TDOT
Proposed Changes: Add funds; revise termini
Total Project Cost: \$81,600,000

FROM: \$1,000,000

<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	NHPP	700,000	560,000	140,000	0
2021	PE-D	NHPP	300,000	240,000	60,000	0
Total			1,000,000	800,000	200,000	0

TO: \$2,600,000

<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	NHPP	700,000	560,000	140,000	0
2021	PE-D	NHPP	1,900,000	1,520,000	380,000	0
Total			2,600,000	2,080,000	520,000	0

Amendment Description

This amendment proposes to add \$1,280,000 federal NHPP funds to the project and to revise the termini from “American Rd to White Bridge Rd (SR-155)” to “near Annex Ave/Hillwood Blvd to near White Bridge Rd (SR-155).” The length will be adjusted to 1.52 miles as a result of the modification to the termini.

This project will widen Charlotte Pk (SR-24/US70) from 3 to 5 lanes. The project's engineering and design must be conducted in coordination with a steering committee comprised, at a minimum, of representatives from Metro Planning Department, Metro Department of Public Works, the Nashville MTA, TDOT, and the MPO.



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2020-2023 TIP Amendment – June 2021 Adoption

TIP Amendment # 2021-024

TIP #: 2021-17-120
RTP ID: 2829
Project: I-24 SMART Corridor Phase 3
Requested By: TDOT
Proposed Changes: Add project
Total Project Cost: \$42,700,000

TO: \$2,700,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE-D	STBG	2,700,000	2,160,000	540,000	0
Total			2,700,000	2,160,000	540,000	0

Amendment Description

This amendment proposes to add the project to the TIP with \$2,160,000 federal STBG funds.

This project is Phase 3 of TDOT’s I-24 SMART Corridor effort from I-440 (Exit 53) to SR-10 (Exit 81/US231) in Murfreesboro and SR-1 from I-24 to SR-10 in Murfreesboro and various connector routes. It will include the deployment of ramp metering along I-24, DMS and CCTVs along arterials, arterial intersection ADA improvements, and completion of the communications network.



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2020-2023 TIP Amendment – June 2021 Adoption

TIP Amendment # 2021-025

TIP #: 2021-17-121
RTP ID: 2831
Project: I-24 Open Roads Testbed
Requested By: TDOT
Proposed Changes: Add project
Total Project Cost: \$11,900,000

TO: \$500,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2021	PE-D	CMAQ	500,000	500,000	0	0
Total			500,000	500,000	0	0

Amendment Description

This amendment proposes to add the project to the TIP with \$500,000 federal CMAQ funds.

This TDOT I-24 Open Roads Testbed from near Bell Road to near Waldron Road includes the deployment of high resolution CCTVs for monitoring traffic performance and operations.

Agenda Item 3b.

Adopt Resolution TPB-2021-07 Amending the FYs 2020-21 Unified Transportation Planning Work Program (UPWP)

Background

The following amendments to the Unified (Transportation) Planning Work Program or UPWP for FYs 2020-2021 include the addition of planning grants awarded by TDOT through a Residual 5303 Call-for-Projects and the Urban Transportation Planning Grant (UTPG). The 5303 award to WeGo/RTA/GNRC will fund an update to nMotion, the strategic plan for transit in Middle Tennessee and the UTPG will fund a Bike/Ped Plan for Sumner County. Below are additional details on the planning activities.

nMotion Update (WeGo/RTA/GNRC)

The nMotion Update will continue to review and develop an action-oriented strategy that leads WeGo in a stepwise fashion toward the nMotion vision. The nMotion update will involve revising baseline data and reviewing specific capital and operational services to be prioritized and implemented in the short and longer term. The update is planned to kick off in FY 2022 and expected to conclude by Spring 2023.

Total Project Cost: \$650,000 (\$520,000 federal)
Funding Source: Sect. 5307 (\$280,000) / Sect. 5303 (\$240,000) / State (\$65,000) / Local (\$65,000)

Sumner County Bike/Ped Plan (Sumner County/TDOT)

Prepare a plan to establish policies and priorities for the design and construction of Bike-Ped facilities in Sumner County including in all municipalities. This includes all types of bike and pedestrian facilities including greenways and trails, sidewalks and crosswalks and bridges. The plan is currently underway with an expected completion date of December 2021.

Total Project Cost: \$149,900 (\$119,920 federal)
Funding Source: SPR (80%) / State (10%) / Local (10%)

Schedule

- May 19 – Initial Presentation to Transportation Policy Board
- May 24- June 16 – Public Review and Comment
- June 2 – Final TCC Presentation
- **June 16 – Public Hearing; Adoption by the Transportation Policy Board**

Recommendation

PUBLIC HEARING: Adopt Resolution TPB-2021-07 amending the FYs 2020-21 Unified Transportation Planning Work Program.

RESOLUTION TPB-2020-07

A RESOLUTION AMENDING THE FEDERAL FISCAL YEARS 2020 AND 2021 UNIFIED PLANNING WORK PROGRAM FOR THE NASHVILLE METROPOLITAN PLANNING AREA

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process across Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties, and

WHEREAS, on August 21, 2019, the MPO adopted the UPWP for federal fiscal years 2020 and 2021 to carry out planning activities to be undertaken in the Nashville area using federal transportation grant funds; and

WHEREAS, federal regulations require that the MPO develop and adopt a Unified Planning Work Program (UPWP), also referred to as the Transportation Planning Work Program, to include description of metropolitan area planning activities to be undertaken in the Nashville area using federal transportation grant funds; and

WHEREAS, various state, local, and regional agencies concerned with transportation planning for this area have cooperatively developed a two-year UPWP to direct the planning efforts for the federal fiscal years beginning October 1, 2019 and ending September 30, 2021; and

WHEREAS, the adoption of the UPWP satisfies federal planning requirements, it also establishes annual membership dues in order to provide local matching funds for the federal grants used to fund regional and subregional studies being carried out by the Greater Nashville Regional Council on behalf of its MPO member jurisdictions; 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 UPWP; and

WHEREAS, the following amendments have met all public noticing requirements, are consistent with the 2040 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 Unified Planning Work Program is amended as follows:

- nMotion Update (WeGo/RTA/GNRC)
- Sumner County Bike/Ped Plan (Sumner County/TDOT)

Adopted this 16th day of June, 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Billy Vogle,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator

Agenda Item 3c.

Adopt Resolution TPB-2021-08 Approving Regional Transit Safety Performance Targets

Background

Federal transportation legislation outlines requirements associated with performance-based planning. In addition to requirements by the Federal Highway Administration (FHWA) through a series of rules published in the Federal Register that require State DOTs and metropolitan areas to set targets for safety, pavement and bridge condition, and system performance, the Federal Transit Administration (FTA) also published a rule that requires public transportation providers that receive FTA Section 5307 Urbanized Area Formula Grants to develop Public Transportation Agency Safety Plans.

In addition, transit safety plans must establish safety targets based on the following measures.

- **Fatality:** Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode
- **Injury:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Event:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode

WeGo Public Transit, Regional Transportation Authority (RTA), Franklin Transit Authority, and Murfreesboro Rover have satisfied their requirements by developing transit safety plans and establishing targets for the measures listed above.

MPOs are required to adopt transit safety targets specific to the MPO planning area to help states and MPOs develop their investment priorities for upcoming transit projects within their jurisdictions.

Recommendation

Adopt Resolution TPB-2021-08 approving regional transit safety performance targets.

RESOLUTION TPB-2021-08

A RESOLUTION ADOPTING REGIONAL TRANSIT SAFETY PERFORMANCE MEASURE TARGETS FOR 2021

WHEREAS, the Greater Nashville Regional Council (GNRC) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process on behalf of the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization which represents a planning area that includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties; and

WHEREAS, the Federal Transit Administration has enacted rules and regulations regarding performance-based planning and the setting of targets for federally-mandated transportation performance measures as reflected in Title 49 of the United States Code Section 5329, and established guidelines for transit authorities and Metropolitan Planning Organizations (MPO) to coordinate in the development of such targets; and

WHEREAS, the regulations require transit agencies, states, and MPOs to set targets; and

WHEREAS, WeGo Public Transit, the Middle Tennessee Regional Transportation Authority (RTA), Franklin Transit Authority, and Murfreesboro Rover are recipients of Federal Transit Administration (FTA) Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 and operator of a rail transit system that is subject to FTA's State Safety Oversight Program within GNRC's Metropolitan Planning Area (MPA); and

WHEREAS, MPO staff has coordinated with all regional transit agencies on the consideration of these targets and the Transportation Coordinating Committee (TCC) reviewed the targets provided to the MPO for calendar year 2021; and

WHEREAS, the MPO understands the requirements to programmatically address these targets within the Regional Transportation Plan and Transportation Improvement Program, will report targets as required and share MPO adopted targets with state and federal partners, review any changes to all regional transit agencies' annual targets for subsequent years, and consider updating the MPO's safety performance targets; and

NOW, THEREFORE, BE IT RESOLVED that the regional transit safety targets depicted in "Exhibit 2021-08-A," for WeGo Public Transit, Regional Transportation Authority (RTA), Franklin Transit Authority, and Murfreesboro Rover satisfy the aforementioned federal requirements for performance-based planning, are hereby approved, and be it further resolved that GNRC agrees to plan and program projects accordingly.

Adopted this 16th day of June 2021 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

The Honorable Billy Vogle,
Transportation Policy Board Chair

Sean Pfalzer,
MPO Coordinator

Exhibit 2021-08-A to Resolution TPB-2021-08

Regional Transit Safety Performance Measure Targets

In 2012, Congress passed Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs. These requirements were outlined through a series of rules published in the Federal Register.¹

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). In addition, transit safety plans must establish safety targets based on the following measures.

- **Fatality:** Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode
- **Injury:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Event:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode

PERFORMANCE MEASURES	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
WeGo Public Transit							
Fixed Route Bus	0	0	35	.55	24	.45	5,500
Demand Response Bus	0	0	6	.27	6	.26	24,800
Demand Response Taxi	0	0	0	0	0	0	0
Regional Transportation Authority of Middle Tennessee (RTA) dba WeGo Public Transit							
Commuter Bus – Contracted – Gray Line	0	0	0	0	1	.29	23,500
Vanpool – Contracted – The TMA Group	0	0	0	0	1	.21	N/A
Franklin Transit Authority (TMA Group)							
Fixed Route	0	0	3	1.4	3	1.4	17,000
Demand Response	0	0	1	1.3	1	1.3	20,000
Murfreesboro Rover							
Fixed Route	0	0	2	0.82	2	0.82	49,018

¹ See Part 490 to title 23 of the Code of Federal Regulations for Performance Management Requirements (23 CFR Part 490)

Agenda Item 3d.

COVID Relief Funds Call-for-Projects

Background

The latest COVID Relief Package, Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA), enacted on December 28, 2020 appropriates approximately \$10 Billion across the country to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs.

Of the \$10 Billion, the Nashville metropolitan area's suballocation totals approximately \$8.6 million in CRRSAA funds (including \$7.9 million for the Nashville UZA and \$700 thousand for the Murfreesboro UZA) and \$1.15 million in HIP funds. The funds must be obligated by Sept. 30, 2024 and do not require a match.

At the March TCC and TPB meetings, GNRC staff recommended an approach to prioritizing these funds that consisted of funding project types that are more suitable to quick implementation and tend to be lower cost. Based on the survey feedback, higher priority project types include:

- Roadway Safety Improvements
- Transportation Technology Upgrades
- Sidewalk Connectivity and other Pedestrian Improvements
- ADA Related Improvements

Staff recommends that the Transportation Policy Board issue a call for projects for the COVID relief funding based on these priorities. Below is a schedule for the call for projects.

Schedule

- **June 16 – Transportation Policy Board to Issue Call for Projects**
- June 23- July 14 – Open Pre-Application Period
- July 15- July 28 – Evaluation of Pre-Applications
- August 2- August 20 – Open Formal Application Period
- August 23- September 10 – Evaluation of Formal Applications
- September 15 – Announce Awards

Recommendation

Endorse Call for Projects.



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COUNCIL

Federal COVID Relief Funds for Transportation Improvements FACT SHEET

About the COVID Relief Funds

The federal *Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)*, enacted on December 28, 2020, appropriates approximately \$10 Billion across the country to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. Of the \$10 Billion, the Nashville metropolitan area's suballocation totals approximately \$8.6 million in CRRSAA funds (including \$7.9 million for the Nashville-Davidson UZA and \$700 thousand for the Murfreesboro UZA) and \$1.15 million in HIP funds. The funds do not require a match and must be obligated by Sept. 30, 2024, and December 31, 2022, respectively, for the Nashville-Davidson UZA and Murfreesboro UZA.

Eligible Applicants

State and local agencies, public transit operators, and other public sector organizations located within the Nashville metropolitan transportation planning area of Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties are eligible to apply for a share of the \$8.6 million in CRRSAA funds allocated to the region. **Eligible entities must apply in accordance with the call-for-projects issued by the Transportation Policy Board on June 16. A pre-application is due by July 14 and a full application is due by August 20.**

Priorities and Project Eligibility

Given the obligation deadlines tied to this funding, eligible project types include lower-cost and less complex projects. Higher priority will be given to projects that **can be implemented quickly** and **address the impacts of COVID-19**.

A portion of COVID Relief funding will be used to accelerate the acquisition of big data tools to improve transportation planning and system performance monitoring. GNRC is seeking location-based services data that provides targeted information to individuals based on their location through wireless networks and aggregates the data into travel patterns to better understand how the system operates across modes.

Projects must meet the federal eligibility requirements associated with the Federal Highway Administration Surface Transportation Block Grant Program. A list of example projects is provided on the second page of this handout.

Call-for-Projects Schedule

- **June 16** – Transportation Policy Board Issues Call-for-Projects
- **June 23 - July 14** – Pre-Application Period
- **June 24 - July 28** – Evaluation of Pre-Applications
- **July 1 - August 20** – Full Application Period
- **August 23- September 10** – Evaluation of Full Applications
- **September 15** – Announce Awards
- **November-December** – Amend Awards into the Transportation Improvement Program (TIP)

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Application Process

A Pre-Application is due by July 14

The goal of the pre-application is to help screen for eligibility and to ensure projects can meet the state or federal obligation deadlines. The pre-application will be available at GNRC.org/apply/CRRSAA-Pre.

- ✓ Project Description
- ✓ Schedule
- ✓ Budget

Full Application is due by August 20

Eligible applicants will be invited to apply for funding pending a review of the pre-application. The full application will be available at GNRC.org/apply/CRRSAA on or before July 1.

- ✓ Project Description
- ✓ Background/Project History
- ✓ Schedule
- ✓ Detailed Budget
- ✓ Map

List of Example Projects

Roadway Safety Improvements

- Traffic signalization
- Signage/wayfinding
- Lighting
- Striping
- Traffic calming
- Bicycle facilities

Transportation Technology Upgrades

- ITS improvements
- Transit fare equipment upgrades
- Transit fleet modernization/ electrification
- Curb management/ smart parking
- Real-time travel info

Pedestrian Improvements

- Pedestrian signal upgrades
- Crossing improvements
- Sidewalks and pedestrian amenities
- Transit access/ bus stop improvements

ADA Related Improvements

- Sidewalk repair
- Bus stop upgrades
- Curb ramps
- Auditory signal upgrades

For More Information

Sean Pfalzer – Transportation Planning Manager; spfalzer@gnrc.org; 615-862-8844 or GNRC.org/Grants

Agenda Item 4a.

Presentation of the FYs 2022-2023 Transportation Planning Work Program

Background

The Transportation Planning Work Program, also referred to as the Unified Planning Work Program or UPWP, identifies all federally funded regional transportation planning activities or studies that will be carried out by GNRC staff, consultants and vendors, or partner organizations.

The UPWP is developed by GNRC staff in consultation with partner agencies, interested stakeholders, and the general public. The **next UPWP** will account for federal planning grants and regionally significant planning activities for the period between **October 1, 2021 and September 30, 2023**.

GNRC will present a draft list of planned activities based on federal requirements, state priorities, regional issues, and local planning activities to undertake over the next two years.

Please take an opportunity to review the latest draft document at www.gnrc.org/upwp/FY22-23

Recommendation

For information only.