



**GREATER
NASHVILLE
REGIONAL
COUNCIL**

Transportation Coordinating Committee
10:30 A.M., Wed., August 2, 2023
GNRC Humphreys Room – Fourth Floor
44 Vantage Way, Nashville, TN 37228
MORE INFO: GNRC.org/Calendar

MEETING AGENDA

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

Josh Suddath

TCC Chair

2. Public Comment

3. Action Items:

a. No Action Items

4. Informational Items:

a. Suballocated Carbon Reduction Grant Program (A)

Staff will present a proposed process and timeline for the use of suballocated Carbon Reduction Program funds.

Daniel Capparella

Transportation Planner

b. Federal Aid Urban Boundary (A)

Staff will present the draft Federal Aid Urban Area Boundary updated as a result of TCC member review and comment.

Max Baker

Director of Research and Analytics

5. Regular Reports:

a. FHWA and FTA Report

FHWA Representative

b. TN Dept of Transportation Report (A)

TDOT Representative

c. Chair's Report

Josh Suddath

d. Staff Report

Daniel Capparella

6. Other Business

7. Adjourn

(A) Indicates an attachment is available in the packet

GNRC does not discriminate on the basis of race, color, religion, sex (including pregnancy, gender identity, and sexual orientation), family status, national origin, age, disability, genetic information, political affiliation, military service, limited English proficiency, any other class protected by applicable law. A copy of the Non-Discrimination Policy is available at www.GNRC.org/Legal. Complaints or request for accommodation should be directed to Grant Kehler, Non-Discrimination Coordinator, 44 Vantage Way, Ste 450, Nashville, TN 37228, or by calling 615-862-8828. GNRC meetings may be audio and video recorded.

Agenda Item 1.

Approval of Meeting Minutes

Minutes for the Transportation Coordinating Committee meeting held on 6/7/23 have been prepared for the Committee's review and approval. Notes from the workshop held on 7/12/23 are provided for information only.

ACTION: **Approve Meeting Minutes**

MINUTES

TRANSPORTATION COORDINATING COMMITTEE Of the

Nashville Area Metropolitan Planning Organization

June 7, 2023

Attendees: Ms. Kimberly Atlee, Mr. Duncan Bauer, Mr. Russ Brashear, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Carlton Cobb, Mr. Keith Free, Mr. Glenn Harper, Ms. Billy Higgins, Mr. Joe Horne, Mr. Jim Kerr, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Ms. Melanie Murphy, Ms. Sharmila Patel, Mr. Charlie Pieri, Ms. Kristen Rice, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Matt White, Mr. Micah Wood

Mr. Josh Suddath, Chair, opened the meeting at 10:30 a.m.

Approval of the May 3, 2023 meeting minutes

Mr. Tom Brashear moved to approve the May 3, 2023 meeting minutes. Mr. Jim Kerr seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Election of Officers

Mr. Bill McCord of the nominating committee (Mr. Bill McCord, Mr. Tom Brashear, and Mr. Doug Demosi) presented the slate of officers. Mr. Josh Suddath was nominated for the Chair and Mr. Jonathan Marston was nominated for the Vice-Chair. There were no nominations from the floor. Mr. Joe Horne moved to elect the slate as presented with Mr. Glenn Harper seconding. The motion passed unanimously.

Presentation of Safety Funding Opportunities

Mr. Brandon Darks, TDOT Project Safety Office, discussed the existing programs to fund safety priorities and identified potential opportunities through the Bipartisan Infrastructure Law.

The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious

injuries on all public roads. It is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. §148).

The SHSP incorporates the plans for:

- Highway Safety Improvement Program
- Highway Safety Performance Plan
- Motor Carrier Safety Action Plan
- Traffic Records Plan
- Interstate Incident Management Plan
- Work Zone Safety and Mobility Manual

The SHSP must have:

- Consultation from a variety of stakeholders during the development process
- Analysis and effective use of crash data
- Incorporation of the 4Es
 - EMS
 - Engineering
 - Enforcement
 - Education
- Consideration of safety needs of all public roads
- A program of strategies to reduce fatalities and serious injuries.
- Evaluated every 5 years.

He said that the Tennessee SHSP Emphasis Areas are:

- Infrastructure Improvements at intersections, railroads, and roadway departures
- Operational improvements in work zones, and incident management
- Vulnerable Users which includes bike/ped, motorcycles, and senior pedestrians

Included in the SHSP Emphasis Areas are the

- Commercial vehicle safety (inspections and impaired driving)
- Crash Data and Analysis (TITAN, TRIMS, and DDSA (HSM))
- Driver Behavior (impaired driving, occupant protection, senior drivers, young drivers, distracted driving, aggressive driving)

Mr. Darks said that the safety performance measures include:

- Number of serious injuries
- Number of fatalities
- Number of serious injuries per VMT
- Number of fatalities per VMT
- Number of non-motorized fatalities and serious injuries

He said that the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-

owned public roads. All safety programs to use a data-driven process with set qualification criteria.

The HSIP Annual Report is submitted to FHWA. It uses Tennessee Roadway Information Management System (E-TRIMS), TDOT statewide database housing all roadway elements, AAASHTO Safetyware – numeric, early implementation (crash analysis, and network screening), Tennessee Integrated Traffic Analysis Network (TITAN), and collecting/analyzing crash data/cash rates for HSIP eligibility.

Mr. Darks said that a road safety audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent audit team. The RSA team considers the safety of all road users: utilizing crash data, field data and reports on road safety issues and opportunities for safety improvements.

The RSA process is:

- Pre-brief meeting
 - Site identification
 - Crash rates
 - Crash diagrams
- Site visit
 - Photo inventory
 - Recommendations
- RSA Packet
 - Guidance figures
 - Cost estimate
 - Review report

The SHSP/HSIP Road Safety Audits/Initiatives include:

- Ramp Queue
- Spot Safety
- Wrong Way Initiative
- Local Road Safety initiative
- Pedestrian Safety Initiative

There were several clarifying questions asked and answered.

For more information or questions, contact Brandon Darks 615-253-3999 or brandon.darks@tn.gov

Update on Draft Federal Aid Urban Boundary

Mr. Max Baker, GNRC Director of Research and Analytics, briefly went over the update to the Federal Aid Urban Boundary (FAUB). He said that the new urban area has been

defined based on the census. He asked the members to look at the roads being affected and make sure that the information is correct. The staff is taking comments until the Transportation Policy Board meeting July 19th. Once the TPB adopts the FAUB, it is sent to TDOT for review. Once TDOT approves the draft, it is sent to FHWA for approval by the end of December 2023.

Review the draft at:

<https://gnrc.maps.arcgis.com/apps/instant/portfolio/index.html?appid=3c8b9f2e45824a0d8f4fb9450da6f592>

Resources to Support Grant Opportunities

Mr. Daniel Capparella, Transportation Planner, reviewed the grant opportunities. These are:

- Safe Streets for All Grant
 - \$1B available to focus on reducing serious injuries and fatalities.
 - Includes planning and implementation.
 - Deadline: July 10, 2023
 - More details at: <https://www.transportation.gov/grants/SS4A>
 - Federal tools to determine disadvantaged community status.
- Wildlife Crossings Pilot Program (WCPP)
 - More than \$100M available to focus on reducing wildlife vehicle collisions.
 - Eligible uses include planning and research activities (hot spot analysis of crashes), and construction projects related to building of wildlife crossings.
 - Deadline: August 1, 2023
 - More details are available at <https://highways.dot.gov/federal-lands/programs/wildlife-crossings>
- FHWA PROTECT Discretionary Grant
 - \$848M available to focus on addressing the climate crisis by improving the resilience of the surface transportation system.
 - Eligible uses include planning and implementation type grants: resilience improvement, evacuation route grants, and at-risk coastal infrastructure grants.
 - Deadline: August 18, 2023
 - More details are available at <https://www.fhwa.dot.gov/environment/protect/discretionary/>
 - Federal Tools to determine disadvantaged community status.
- TDOT Multimodal Access Grant
 - Eligible applicants include cities and counties within the MPO area.
 - Max award of \$1.25M
 - Minimum local match requirement of 10%

- Notice of intent is due by May 16, 2023; full application is due July 18, 2023
- Direct questions to Masonya Osei at Masonya.Osei@tn.gov
- More details available at <https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/multimodal-access-grant.html>
- TDOT Transportation Planning Grant
 - Eligible applicants include cities and counties within the MPO area.
 - More than \$2M available statewide
 - Minimum local match requirement of 10%
 - Direct questions to Jonathan Russell at Jonathan.russell@tn.gov
 - More details available at <https://www.tn.gov/tdot/long-range-planning-home/longrange-oct/longrange-planning-grant.html>

Mr. Capparella said that there are some DOT Navigator Tools available. Ms. Murphy said that this is a good place to get information on projects.

- DOT Navigator Home Page www.transportation.gov/dot-navigator
 - Key Notices of funding opportunity
 - Discretionary Grant Preparation Checklist
 - DOT Discretionary Grants Dashboard
 - USDOT Discretionary Grant Process
 - Technical Assistance Resources

Regular Reports

- **FHWA Report**

Ms. Melanie Murphy said that the revised STIP deadline is June 21st and it is on track for approval.

She said that Charging and Fueling grant is due June 13, 2023

- **TDOT Report**

Mr. Jonathan Russell said that this MPO was awarded 7 grants for the Transportation Alternative Grant this MPO was awarded 7 grants (Murfreesboro, Mt. Juliet, Lebanon, Eagleville, Thompson's Station, Metro Nashville, and Forest Hills).

Mr. Russell said that the Transportation Modernization Act passed in April. Choice Lanes are now legal in TN and gives Tennessee the ability to create public/private partnerships to build these new lanes and TDOT will always maintain ownership. At this point, it is not known where these lanes will be built. Every July 1st, TDOT must report to a newly formed committee to update the plans for choice lanes and how any revenue will be spent. The user fee for the electric vehicle will be raised to \$200.00. Then it will be tied to inflation up to a total of \$274.00. The user fee will be \$100.00 for the hybrid cars.

He said that \$3B will be transferred to the four TDOT regions (\$750M each). TDOT is required to have a plan for spending the money by December 31, 2023. Each MPO must be engaged in the process. He said that the \$300M State Aid Program is for counties only for local transportation projects.

Several clarifying questions were asked and answered.

- **Chair's Report**

Mr. Suddath announced that this is Mr. Sean Pfalzer's last meeting as the MPO Coordinator. He has been selected as a Public Management Fellow by the University of Tennessee Municipal Technical Advisory Service (MTAS). Mr. Suddath said that he has worked with him for about 7 years and appreciated his responsiveness and professionalism.

Mr. Pfalzer received a round of applause.

- **Staff Report**

Ms. Anna Emerson, Principal Planner, said that IMPACT funding from early 2021 as part of the COVID response with our region receiving about \$8.7M received in CRRSAA funds. She said that some of the CRRSAA funds had not yet been obligated. She said that in order for this MPO to not lose the funding, she said that the staff obligated the funds to 2 projects 1) \$1.125M for the Regional Transportation Data Acquisition, and 2) \$4.2M for the TDOT project of the I-65/SR-99 interchange in Columbia. Every other project that had CRRSAA funds suballocated got the funds removed. The staff will assist in identifying additional funding for these projects. Mr. Baker said that the data acquisition will benefit all of the jurisdictions. He said that the staff will hold a workshop to get everyone up-to-speed with the platforms.

Mr. Pfalzer said that each month the staff will provide in the meeting packet a tracking of obligations of funds and the progress of projects.

Other business

Mr. Pfalzer said that he has enjoyed his 7 years with the GNRC. He thanked everyone for their help and cooperation. He will be working with Brentwood, White House, Goodlettsville, and Springfield over the next 2 years.

Approved:

Josh Suddath, Chair
Technical Coordinating Committee

Attest:

Daniel Capparella, Transportation Planner

NOTES
For the ONLINE WORKSHOP
of
TRANSPORTATION COORDINATING COMMITTEE
Of the
Nashville Area Metropolitan Planning Organization

July 12, 2023

Attendees: Mr. Russ Brashear, Mr. Ceagus Clark, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Doug Demosi, Mr. Keith Free, Mr. Grant Green, Mr. Glenn Harper, Ms. Billy Higgins, Mr. Joe Horne, Mr. Jim Kerr, Mr. Jonathan Marston, Mr. Bill McCord, Ms. Kim Norfleet, Ms. Sharmila Patel, Mr. Charlie Pieri, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Micah Wood

Mr. Daniel Capparella, Associate Planner, opened the online workshop at 10:30 a.m.

Informational items

a. Transportation Improvement Program, FYs 2023-2026

Mr. Capparella said that the TIP is now active and the STIP has been approved. They Cycle B and C amendments have been submitted and are awaiting approval once a few edits have been made. The Cycle D amendments are out for public review and comment and will be adopted at the July 19 Transportation Policy Board meeting. Details of proposed amendments are available online at www.gnrc.org/TIP.

Mr. Michael Skipper, GNRC Executive Director, announced that Ms. Anna Emerson will be resigning, and he thanked her for her almost 10 years of service as the TIP manager. Ms. Emerson bid the members a fond farewell and thanked everyone for their years working together. Mr. Skipper said the new staff member will be announced soon to oversee the TIP as well as a new project delivery role to support the management of the TIP. At present, the best way to contact the staff about TIP related matters is TIP@gnrc.org.

b. Federal Aid Urban Boundary (FAUB)

Mr. Capparella reminded members of the update to the Federal Aid Urban Boundary that is underway, noting that this is a requirement of the MPO every decennial census cycle and referenced the prior presentation by Mr. Max Baker on the topic. He reported that staff has received two boundary adjustments – one from Metro Nashville and one from the City of Gallatin. He asked TCC members to reach out to him or Mr. Baker if they have adjustments to request.

He said that the timeline for the FAUB update is:

- April-July: GNRC coordination with member jurisdictions and agencies
- August: GNRC sends draft to TDOT for review
- December: TDOT submits to FHWA for approval

Mr. Capparella said that the document can be reviewed at www.gnrc.org/maps/federalaid

c. Suballocated Carbon Reduction Program Funds

Mr. Capparella reviewed the suballocated funds from the carbon reduction program which come from the Infrastructure and Jobs Act.

New Program to Reduce Transportation Emissions:

- \$13.8 million suballocated to the Nashville-Davidson Urbanized Area
- \$1.9 million suballocated to the Murfreesboro Urbanized Area

Eligible Projects:

- ITS, electrification upgrades, vehicle to vehicle infrastructure, public transit, bicycle and pedestrian facilities, and street lighting and traffic signal upgrades

Proposed Prioritization:

- Existing TIP projects where CMAQ, TAP, and MMAG funds are insufficient to cover costs for implementation
- Staff will present a proposed process and timeline to the Transportation Policy Board on 7/19

There were several clarifying questions asked and answered.

d. Overview from Replica

Mr. Max Baker, Director of Research and Analytics, said he was excited to get this in front of the TCC members. He said that a substantial amount of CRSSA funds was used to purchase this mobility data platform that offers model data that provides rich insight into the mobility patterns across the region. It is updated a couple of times a year as well as observations weekly, monthly, and annually.

Mr. Max Sokol of Replica gave a brief tutorial of their data system.

Mr. Max Baker, Director of Research and Analytics, thanked Mr. Sokol for the presentation.

Mr. Capparella also thanked Mr. Sokol for the presentation.

Mr. Capparella said that the next TCC meeting will be an in-person meeting on August 2nd at the GNRC offices.

With no further business, the workshop was adjourned at 11:30 a.m.

Agenda Item 4a.

Carbon Reduction Program Grant

The latest federal transportation legislation, the Bipartisan Infrastructure Law (BIL), also referred to as the Infrastructure and Investment Jobs Act (IIJA), enacted on November 15, 2021 appropriated approximately \$6.4 billion across the country to reduce transportation emissions.

Of the \$6.4 billion, the Nashville metropolitan planning area has been suballocated approximately \$15.7 million through FY 2026 to include \$13.8 million for the Nashville-Davidson Urbanized Area and \$1.9 million for the Murfreesboro Urbanized Area.

Eligible projects include ITS, electrification upgrades, vehicle to vehicle infrastructure, public transit, bicycle and pedestrian facilities, and street lighting and traffic signal upgrades.

Staff recommends prioritizing Carbon Reduction Program funds for use on existing TIP projects where CMAQ, TAP, and MMAG funds are insufficient to cover cost overruns impeding project delivery.

ACTION: For Information Only

Agenda Item 4b.

Federal-Aid Urban Boundary Update

After each U.S. Decennial Census, the Federal Highway Administration requires states and MPOs to review and update their Federal Functional Classification and Federal Aid Urban Boundaries for their respective planning areas.

Federal Functional Classification is the system by which roads are grouped into functional systems according to the type of service and amount of traffic the facility carries. Federal Functional Classification is used to determine design standards of roads and determines Federal Aid funding eligibility. Federal Functional Classification is assigned to all public roads using federal guidelines and is approved by the Federal Highway Administration.

The Federal Aid Urban Boundary (FAUB) is used to determine whether a roadway will be classified as urban or rural. Those roads within the FAUB are considered urban and those outside are considered rural.

The MPO is given an opportunity to determine the geographic limits of the FAUB. FAUBs must include at a minimum the entire urban area defined by the Census Bureau and have a minimum population of 5,000. The census-defined boundaries can be “smoothed” to incorporate local conditions such as the UGB, terrain, and special traffic generators. Boundary locations should be selected to include logical transportation control points such as interchanges and major crossroads. Also, boundaries should include airports and seaports if they lie within a reasonable distance of the Census boundary. Additional information can be found in the FHWA’s Census Urban Areas and MPO/TMA Designation FAQ Topic 2: 2020 Urban Area Delineation.

GNRC is currently working with local governments and agencies to adjust the FAUB to correspond to local conditions. The draft FAUB is due to TDOT for state review in August. The final draft FAUB will be presented to the TPB for endorsement in September.

Review the draft FAUB at www.gnrc.org/maps/federalaid.

ACTION: For Information Only