



TRANSPORTATION COORDINATING COMMITTEE AGENDA

1. Approval of Previous Meeting Minutes (A)

Andy Barlow
TCC Chair

2. Public Comment

3. Action Items (None Scheduled)

4. Informational Items:

a. Presentation of Tennessee Electric Vehicle Infrastructure Deployment Plan (A)

TDOT staff will present the draft Tennessee Electric Vehicle Infrastructure Deployment Plan.

Matt Meservy
TN Dept. of Transportation

b. Recap of BPAC Panel on Bike/Ped Funding Opportunities (A)

Staff will summarize key takeaways from the recent panel of the Bicycle and Pedestrian Advisory Committee on bike/ped funding opportunities.

Daniel Capparella
Active Transportation Planner

c. Recap of Environmental Roundtable Workshop on Open Space Policies (A)

Staff will summarize highlights from the recent workshop of the Environmental Roundtable on open space policies and opportunities to provide input.

Carson Cooper
Environmental Program Manager

5. Regular Reports:

- **Federal Report**
- **TDOT Report**
- **Chair's Report**
- **Staff Report**

FHWA Representative
TDOT Representative
Andy Barlow
Sean Pfalzer

6. Other Business

7. Adjourn

(A) Indicates an attachment is available in the packet

Agenda Item 1.

Previous Meeting Minutes

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes.

MINUTES

TRANSPORTATION COORDINATING COMMITTEE Of the

Nashville Area Metropolitan Planning Organization

August 3, 2022

Attendees: Mr. Andy Barlow, Mr. Marshall Boyd, Mr. Russ Brashear, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Doug Demosi, Mr. John Finke, Mr. Keith Free, Mr. Glenn Harper, Ms. Billy Higgins, Mr. Reed Hillen, Mr. Joe Horne, Mr. Jim Kerr, Ms. Lori Lange, Mr. Victor Lay, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Mr. Jake McQueen, Mr. Charlie Pieri, Mr. Kevin Rigsby, Mr. Jonathon Russell, Mr. Sean Santalla, Mr. Marty Sewell, Mr. Micah Wood

Approval of Previous Meeting Minutes

Mr. Andy Barlow, Chair, opened the meeting at 10:30 a.m. Mr. Tom Brashear moved to approve the June 1, 2022 meeting minutes. Mr. Jim Kerr seconded. The motion passed unanimously.

Public Comment

There was no public comment. Mr. Brashear asked to add the public comment portion as an official item to the agenda. Mr. Barlow said that staff will make sure to include the item on the agenda document going forward.

Amendments to the FYs 2020-23 TIP

Ms. Anna Emerson, Principal Planner, gave an overview of the two proposed amendments for Cycle E. She said that this is the last group of amendments that will be adopted this federal fiscal year.

These amendments will be out for a public review and comment period. The TPB is scheduled to adopt them on August 17th following a public hearing.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2022-050	2022-72-164	2862	Hartsville Pk Widening from north of Lovers Ln to E High St (SR-26/US-70)	TDOT	Add project
2022-051	2022-72-165	2805	Beckwith Rd Widening from I-40 to South Rutland Rd/Posey Hill Rd	Mt. Juliet	Add project

Amendments to the FYs 2022-23 UPWP

Mr. Sean Pfalzer, Transportation Planning Manager, introduced the update of the FYs 2022-2023 UPWP. He mentioned the new planning emphasis areas that have been added by FHWA, and said that these areas align well with the activities in the UPWP. He briefly listed the member activities underway, planned/upcoming activities, and the new requests. The adoption of the updated UPWP by the TPB will be August 17th following a public hearing.

Mr. Jonathan Russell said that consultants have been selected for the three projects awarded through the Urban Transportation Planning Grant. He said that there is a 10% local match and a notice to proceed is pending.

Mr. Bill McCord, City of Gallatin, asked for more information on the New Connector Road Joint Study. Mr. Pfalzer said that the project is regional in nature but is being funded locally. He clarified the project study area.

Presentation of the Draft FYs 2023-26 TIP

Mr. Pfalzer said that the draft TIP document is close to being finalized. He said that the TIP predominately consists of projects carrying forward, rather than new projects. He gave an overview of the components of staff recommendations for the upcoming TIP. Those recommendations are:

- Existing Commitments
 - STBG, TAP, and HIP projects
 - CRSSAA projects
 - Active Transportation Program (ATP)
 - Transit and Technology Program (TTP)
- Additional Funding Requests
 - addressed all funding requests for projects with at least NEPA approval
- Reserve Funds for Implementation and Cost Increases
 - set aside remaining funds to handle inflationary pressures, reserve funds can be accessed for right-of-way and construction once projects have completed final design

Mr. Jim Kerr, City of Murfreesboro, asked if the NEPA approval threshold applies to the initial NEPA approval or also NEPA reevaluation. Mr. Pfalzer said it only applies to the initial NEPA approval, not reevaluations.

Mr. Pfalzer briefly went over the projection of suballocated revenue for FYs 2023-26 by source. He said that the region has about \$322 million available to program throughout the life of the TIP. He discussed how fiscal constraint affects the TIP and what additional funding requests have been received. He said that of the available funding, \$189 million will be programmed to existing commitments, \$42.9 million will be to cover additional

funding requests, \$65.5 million will be for reserve funds for implementation, and \$15.7 million will be for the Carbon Reduction Program. He said that this will leave about \$8.5 million as the remaining balance. This funding is yet to be dedicated but it may be used for additional project level planning and other recommendations from the Project Delivery Task Force.

Mr. Pfalzer gave a brief overview of how reserve funds will be defined in the TIP. Reserve funds are:

- Reserved funding will be shown in the TIP document with a funding code of U-RSV when U-STBG funds are being held in reserve, or M-RSV when M-STBG funds are being held in reserve.
- Reserve funds can be accessed (programmed on projects) for right-of-way and construction once projects have completed final design
- Available on a first-come, first-serve basis
- Reserve funding assumptions were 25% for 2023, 35% for 2024, and 45% for 2025 and 2026

He said that these were utilized to put projects in the best possible position to be delivered on time.

Mr. McCord asked if the reserve funds were based on cost-estimates from consultants or previous estimates. Mr. Pfalzer said that for the most part staff has been using cost-estimates from earlier in the year. Mr. McCord asked which projects this will apply to. Ms. Emerson said that reserve funds are only applied to local projects.

Mr. Sean Santalla, FHWA, asked if these reserve funds are revenue set-asides. Mr. Pfalzer said that these are essentially inflating the project needs, assuming a 25% or more contingency need. These funds are not inflating the revenues, but are a year-of-expenditure inflationary factor.

Mr. McCord asked how these funds will show up in the database. Mr. Pfalzer said that reserve funds are not officially programmed, but that when a project is ready for reserve funds, then action will be taken on the TIP to reflect those as reserve funds. He said that it is a first-come first-serve approach.

Ms. Anna Emerson, Principal Planner, briefly went over the summary of TDOT investments and the update on TIP projects without funding. She said that these projects are broken up between specific projects and groupings.

She provided an update on projects that were shown as falling out of the TIP. She said that staff received an update from TDOT that those projects have had programming restored in 2026 for the FYs 2023-2026 TIP.

Mr. Barlow said that it is important to look at a project in need of funding so that projects do not enter the TIP and then sit on the shelf for years. There are mechanisms to get to different phases.

Mr. Brashear said that splitting certain state-led projects into multiple phases has led to gaps on certain roadways. He said that it would be nice to get a full bottleneck section of a roadway widening done so that projects are not just sitting on the shelf.

Mr. Jonathan Russell said that questions like these on projects come up often, and that he will get with Region 3 staff to try and address these concerns.

Mr. Barlow said that having reserve funds on locally managed projects is a great idea. He said having something similar for TDOT-led projects would be a good idea to avoid project delays. He said that partial obligation for some phases could be an option. Mr. Jonathan Marston seconded Mr. Barlow's statement, and said that projects get delayed because of this issue and it is something that needs to be fixed. Mr. Santalla said that partial obligation for phases is permissible from FHWA's perspective.

Ms. Emerson said that summary of program groupings is:

- **NHPP:** funding that will be allocated to maintain pavement and bridge condition on interstates
- **STBG:** funding that will be allocated to maintain pavement and bridge condition on state routes
- **HSIP:** funding will be allocated to improve safety at high crash locations.

She said that GNRC has requested from TDOT a list of suitable candidates for HSIP, STBG, and NHPP groupings to be aware of the universe of projects and specific priorities likely to advance in the near term. The staff has requested that TDOT provide a list of suitable candidate projects for each of these. These will be put back into the STIP.

Ms. Emerson gave a brief project of transit revenue for FYs 2023-26 by year and by source and went over a summary of transit priorities by year.

Ms. Emerson said that the draft TIP will be submitted for State and Federal review on August 22nd. Public review and comment will be October 17th – November 16th with adoption at the TPB after a public hearing.

Mr. McCord asked about project updates in the tracker. Ms. Emerson said that the tracker has been updated and that staff can provide answers to any specific project updates that may still be lingering.

Regular Reports

- **Federal Report**

Mr. Sean Santalla said that **USDOT Safe Streets and Roads for All (SS4A)** discretionary grant program will provide approximately \$1 billion annually through grants to prevent roadway deaths and serious injuries. An amended Notice of Funding Opportunity (NOFO) was released earlier this week. **Applications for this grant program are due on September 15th, 2022.** More information on the program, webinar, and the NOFO are available at <https://www.transportation.gov/SS4A>.

He said that Reconnecting Communities Discretionary Grant Program is open with \$195 million available in FY 2022. These funds are to help reconnect communities that were divided by transportation development. This grant will close on October 13, 2022.

FHWA recently issued guidance on the new PROTECT Program. This is our resilience program. He said that \$158 million will be available statewide in FY 2022 by formula for planning and capital improvements to address the resiliency of our infrastructure.

TDOT has submitted their Electric Vehicle infrastructure deployment plan for approval by September 30th.

Safety Performance targets must be re-visited by February 2023.

He said that the TMA Certification Review has been done. He will present the findings at the next TCC meeting.

- **TDOT Report**

Mr. Jonathan Russell said that the Three-Year Work Plan has now become a 5-year plan. The first year is funded and the years 2-5 will show TDOT's transparency for future priorities.

Transportation Planning Grants will have another cycle this year, with applications open in November or December.

- **Chair's Report**

Mr. Barlow reminded the group of the fall TAPA conference in Knoxville on October 26-27.

- **Staff Report**

Ms. Emerson said that projects have been identified for the HIP and TAP programs that have lapsing funds. These will be adjustments to the TIP.

Ms. Carson Cooper, Senior Planner, said that the next Environmental Roundtable will be Wednesday, August 10th from 10:00 – 11:30 a.m. at the State Library and Archives.

Mr. Daniel Capparella said that the next BPAC meeting will be August 25th from 10:00 – 11:30. Location to be determined.

Mr. Pfalzer said that the Project Delivery Task Force will meet with TDOT to discuss the issues the task force has been discussing.

Other Business

Mr. Tom Brashear said that the local subdivision codes language needs to cover the local government's right to do ROW on subdivisions.

On August 10-12 in Knoxville the TN Association of Flood Plain Managers will meet to re-evaluate standards.

Mr. Taylor Lee said that TDOT is moving away from virtual training. The TAP Grant is open between August 1-October 7th. He announced that Local Programs' approved consultants list will be available soon.

Mr. Nick Tuttle showed a video of the dedication ceremony for the Albert Gallatin Avenue opening. This project was the largest locally-managed project in Tennessee.

Date: _____

Andy Barlow, Chair
Transportation Coordinating Committee

Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Coordinating Committee

Agenda Item 4a.

Presentation of Tennessee Electric Vehicle Infrastructure Deployment Plan

Background

The Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law, or BIL) includes a total of up to \$7.5 billion in dedicated funding to help make electric vehicle (EV) charging stations accessible to all Americans for local and long-distance trips. That funding includes a \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) that helps states create a network of EV charging stations along Alternative Fuel Corridors designated by the Federal Highway Administration (FHWA).

The Tennessee Department of Transportation (TDOT) and Tennessee Department of Environment and Conservation worked with diverse stakeholders across the state to develop the Tennessee Electric Vehicle Infrastructure (TEVI) Deployment Plan. The Plan creates a network of electric vehicle (EV) charging stations along interstates and key routes in Tennessee and details how Tennessee is going to use NEVI formula program funds.

TDOT staff will present the draft Tennessee Electric Vehicle Infrastructure Deployment Plan. The draft plan is available for review at <https://www.tn.gov/tdot/long-range-planning-home/air-quality-planning/tevi.html>

Recommendation

For information only.

Agenda Item 4b.

Recap of Panel on Bike/Ped Funding Opportunities

Background

GNRC's Regional Bicycle and Pedestrian Advisory Committee (BPAC) held a panel on August 25th to brief members on existing funding sources for bike/ped improvements, highlight proven solutions, and identify potential opportunities to leverage new funding sources available through the Bipartisan Infrastructure Law (BIL). This panel built off prior discussions on the challenges to delivering bike/ped projects in the region. The panelists included:

- **Andy Barlow**, Director of Public Works (City of Mt. Juliet)
- **Anna Dearman**, Walking and Biking Manager (NDOT)
- **Anna Emerson**, Principal Planner (GNRC)
- **Taylor Lee**, Transportation Program Supervisor (TDOT Local Programs)
- **Sean Santalla**, Program Development Team Leader (FHWA)

Panelists identified the following strategies to effectively deliver bike/ped improvements and highlighted example projects within the region.

- Engage in planning activities to understand the full funding needs for bike/ped projects
- Fund preliminary project phases locally to better position project for construction through existing funding programs
- Combine existing federal and state funding sources to meet project funding needs
- Incorporate bike/ped facilities into larger scale roadway projects

To support the panel discussion, GNRC staff created a matrix of existing funding opportunities across state and federal sources along with available funding levels, match requirements, grant cycle timelines, eligible improvements, and other program information. The matrix is available on the following page.

Recommendation

For information only.

Summary of Bike/Ped Funding Opportunities

Grant Program	Description	Available Funding (Average Annual)	Administering Agency	Match	Maximum Award	Cycle	Example Projects	Ideal Usage	Program Links	Application Links
MMAG	The Multimodal Access Grant program is a state-funded program created to address existing gaps in bike/ped facilities along state routes. It is intended for small-scale bike/ped facility projects that fill bike/ped infrastructure gaps along state routes.	\$4.5 million (regionwide)	TDOT Multimodal	90/10 (state/local)	\$1.25 million	April-July	Lebanon Road Sidewalks-Phase 2	Small-scale gaps in sidewalks/bike lanes on state-routes	MMAG Program Link	MMAG Application Link
ATP	Active Transportation Program is a set-aside of federal U-STBG and U-TAP funds for regional bike/ped planning and coordination activities, AND active transportation projects to be awarded through a competitive call-for-projects following TIP adoption	\$2.5 million (regionwide)	GNRC	80/20 (federal/local)	No max; does not typically exceed \$2 million	Following TIP adoption	SR-41/US-31W Sidewalk-Bike Lane Project	Small-medium scale bike/ped facilities (standalone or as add-on to roadway project)	ATP Program Link	N/A
TAP	The Transportation Alternatives Program is a set-aside from STBG and provides funds for smaller-scale bike/ped projects. TAP funds only the construction phase of a project.	\$8.5 million (regionwide)	TDOT Local Programs	80/20 (federal/local)	No max; does not typically exceed \$2 million	August-October	Harlinsdale Farm Multi-Use Path	Small-medium scale bike/ped facilities	TAP Program Link	TAP Application Link
CMAQ	Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds bike/ped projects that reduce congestion and improve air quality. These are typically greenway projects that provide alternative routes for bike/ped users.	\$10 million (regionwide) Approx. 14% of CMAQ funds dedicated to bike/ped (based on 2021 awards)	TDOT Long Range Planning	80/20 (federal/local)	No max; does not typically exceed \$3 million	May-July	Town Creek Greenway	Small-medium scale bike/ped facilities	CMAQ Program Link	N/A
SS4A	The Safe Streets and Roads for All (SS4A) discretionary program to fund grants to prevent roadway deaths and serious injuries. Requires an adopted safety action plan, unless applying for planning funds for a safety action plan.	\$1 billion (nationally)	FHWA	80/20 (federal/local)	\$30 million (locally led) \$50 million (MPO led)	September-January	N/A	Large-scale bike/ped facilities	SS4A Program Link	SS4A Application Link
RAISE	The Rebuilding American Infrastructure with Sustainability and Equity discretionary grant program provides a unique opportunity for investments in road, bike/ped, rail, and port projects that promise to achieve national objectives.	\$2.2 billion (nationally)	FHWA	80/20 (federal/local)	\$25 million	February-April	Chattanooga (Wilcox Bridge Multi-Use Path)	Large-scale bike/ped facilities	RAISE Program Link	RAISE Application Link
PROTECT*	The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program* is a formula and discretionary program to help make surface transportation more resilient to climate change events and other natural disasters.	\$7.9 million (regionwide)	FHWA	80/20 (federal/local)	N/A	TBD	N/A	Large-scale bike/ped facilities	PROTECT Program Link	N/A
CRP*	The Carbon Reduction Program* (CRP) is a formula program created by the BIL. It provides funds for projects designed to reduce transportation emissions from on-road highway sources.	\$7.4 million (regionwide)	GNRC	80/20 (federal/local)	N/A	TBD	N/A	Small-medium bike/ped facilities	CRP Program Link	N/A
UTPG	The Urban Transportation Planning Grant program is intended to assist jurisdictions (both municipalities and counties) located within a Metropolitan Planning Organization's (MPO) Planning Area to identify needs and promote solutions that lead to an interconnected community with efficient modes of transportation.	~\$400,000 (regionwide)	TDOT Office of Community Transportation	90/10 (federal/local)	\$200,000	October-December	Sumner County Active Transportation Plan	Planning activities only	UTPG Program Link	N/A
HSIP (PRSI)**	The Pedestrian Road Safety Initiative (PRSI) is a set-aside of TDOT's allocation of the Highway Safety Improvement Program (HSIP). Projects are typically spot safety improvements and are selected by TDOT based on safety needs.	\$1.5 million (regionwide)	TDOT Multimodal	90/10 (federal/state)	N/A	As needed	Nolensville Pike Safety Improvements	Small-scale spot safety pedestrian improvements, require planning studies	PRSI Program Link	N/A

*These are newly created programs through the IJIA. TDOT and GNRC have not yet created processes for accessing these funds. They are included in this matrix to reflect the intent of leveraging funds for bike/ped use.

**Not a competitive program. Set-aside of TDOT HSIP allocation.

Comparison of Bike/Ped Funding Opportunities

Program Requirements	MMAG	ATP	TAP	CMAQ	SS4A	RAISE	UTPG	PROTECT*	CRP*	PRSI**
Application										
Scope	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Budget	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Termini	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Performance Measures				✓	✓	✓		✓	✓	N/A
Goals										
Improve Safety	✓	✓	✓		✓	✓				✓
Improve Connectivity	✓	✓	✓		✓	✓		✓		
Mitigate Congestion		✓		✓					✓	
Promote Health/Environment		✓		✓	✓	✓		✓	✓	
Address Equity	✓	✓	✓		✓	✓		✓		
Align with Plans/Policies	✓	✓	✓		✓	✓		✓	✓	
Eligible Phases										
Planning		✓			✓	✓	✓			
NEPA	✓	✓		✓	✓	✓		✓	✓	✓
Design	✓	✓		✓	✓	✓		✓	✓	✓
ROW		✓		✓	✓	✓		✓	✓	✓
Construction	✓	✓	✓	✓	✓	✓		✓	✓	✓
Eligible Elements										
Sidewalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Bike Lanes	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Multiuse Path	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Greenways		✓	✓	✓	✓	✓	✓	✓	✓	
Streetscaping		✓	✓		✓	✓	✓	✓		✓
Signalization	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Crossing Infrastructure	✓	✓	✓		✓	✓	✓	✓		✓
Signage/Restriping	✓	✓	✓		✓	✓	✓	✓		✓
Lighting	✓	✓	✓		✓	✓	✓	✓		
Eligible Facility Types										
State Route	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Collector		✓	✓	✓	✓	✓	✓	✓	✓	
Local										
Greenway/Trail		✓	✓	✓	✓	✓	✓	✓	✓	

*These are newly created programs through the IIJA. TDOT and GNRC have not yet created processes for accessing these funds. They are included in this matrix to reflect the intent of leveraging funds for bike/ped use.

**Not a competitive program. Set-aside of TDOT HSIP allocation.

Agenda Item 4c.

Recap of Environmental Roundtable Workshop on Open Space Policies

Background

GNRC's Environmental Roundtable held a workshop on August 10th to allow members to help prioritize conservation policies as part of the Open Space Policy Brief. Attendees ranked conservation policies based on level of impact and ease of implementation.

The results of the workshop are available in the notes from the August meeting on the Environmental Roundtable webpage at www.gnrc.org/Environmental-RoundTable

Since the August workshop, staff created a digital version of the activity to expand participation. The Land Conservation Policy Ranking survey is available at <https://www.surveymonkey.com/r/EnvRT-PolicyRanking>

Recommendation

For information only.