

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
December 15, 2021

Attendees: Mayor Derek Adams, Mayor Rogers Anderson, Mayor Paige Brown, Mayor Mike Callis, Mr. Felix Castrodad (for Mr. Steve Bland), Mayor Jamie Clary, Mayor John Cooper, Mr. Brian Hercules (for Mayor Mary Esther Reed), Mr. Gerald Herman (for Mayor Michael Arnold), Mr. Eddie Hood, Mr. Jim Kerr (for Mayor Shane McFarland), Ms. Pamela Kordenbrock, Mr. Ken McLawhon (for Mayor Corey Napier), Mr. Matt Meservy (for Gov. Bill Lee), Ms. Kim Norfleet (for Mayor Anthony Holt), Mr. Andrew Pieri (for Mayor Timothy Lassiter), Mr. Steve Sandlin (for Mayor Bill Ketron), Mayor Billy Vogle

Call to Order and Approval of Previous Meeting minutes

Mayor Billy Vogle, Chair, opened the meeting at 10:22 a.m.

Mr. Jim Kerr moved to approve the November 17, 2021 meeting minutes. Mayor Rogers Anderson seconded the motion. The motion was unanimously approved.

Public Comment

There was no public comment.

Action Items

a) Public Hearing: Resolution TPB-2021-11 Amending the Regional Transportation Plan (RTP)

Mr. Sean Pfalzer, Transportation Planning Manager, introduced the amendments to the current Regional Transportation Plan (RTP). He said that the impetus for Plan amendments are generally: 1) the addition of projects that add motorized capacity to regionally-significant roadways, 2) the addition of a roadway or transit project whose federal share of funding was not accounted for in the adopted RTP, regardless of regional significance, 3) changes to the financial plan that are required due to significant differences in assumed revenue and actual appropriations, and 4) any changes requiring a regional air quality conformity (not currently applicable to the Nashville metropolitan area).

He defined “regionally significant” as a facility that serves regional transportation needs such as access to and from the area outside the region, major activity centers within the region, major planned developments such as new retail malls, sports complexes, or employment centers, or

transportation terminals and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. (23 CFR 450.104)

Mr. Pfalzer said that members have saw these amendments at the November meeting, but that Metro Nashville has provided some additional information on the East Bank Spine. He showed a slide with a map of the East Bank Spine project. He said that there are no changes to federal funds through these amendments, which means that the plan is still fiscally constrained.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2022-001	2022-11-146		East Bank Spine/North-South Arterial Boulevard	Metro Nashville	Add project
2022-002	2022-72-147		Pleasant Grove Road Widening from Old Pleasant Grove Road to Central Pike (SR-265)	Mt. Juliet	Add project
2022-003	2022-72-143	2807	East Division Street Widening from North Mt. Juliet Road (SR-171) to Golden Bear Gateway	Mt. Juliet	Shift funding
2022-004	2022-72-144	2794	Eastern Connector Phase 2	Mt. Juliet	Shift funding

Mayor Rogers Anderson asked if regionally significant projects are new verbiage from GNRC’s policy. Mr. Pfalzer said that the language is the same, and that sometimes projects will be added to the plan if they are regionally significant, even if they are not federally funded. Mr. Michael Skipper, GNRC Executive Director said that the purpose of adding these projects to the plan is to account for changes to the system. He also said that the board can explore doing an administrative modification instead of an amendment for projects like this in the future. Ms. Pam Kordenbrock said if a project is significant and locally funded it needs to be shown in the plan and must include how it will impact the system.

Mr. Matt Meservy said regionally significant projects could have an impact on other projects that are planned.

Mayor Mike Callis said that the Metro project asked for \$25 million in Local Interstate Connector (LIC) funding. He said that he thought the cap for LIC was \$4 million. Mr. Meservy said that the LIC program has always assumed a \$4 million cap based on historical precedent. The amount is up for debate. More can be given if 50% is locally funded and doesn’t take away from anyone else’s project. Mayor Callis thanked Mr. Meservy for reminding the members that the LIC is not being depleted and is based on historical perspective. Mr. Skipper said the documentation online mentions the cap is \$4 million and asked if there is a chance there will be a change in language. Mr. Meservy said yes.

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

Mayor Anderson moved to endorse the Resolution TPB-2021-11 Adopting the FYs 2021-2045 Regional Transportation Plan. The motion passed unanimously on the second from Mr. Ken McLawhon.

b) Public Hearing: Resolution TPB-2021-12 Amending the FYs 2020-23 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, said that the proposed amendments have been out for the required public review and comment period. She said that the amendments include projects using the COVID Relief funds and the new RTP amendments.

Mr. Jim Kerr asked about the timeframe for the data acquisition. Mr. Pfalzer said an RFP should be out by the end of Spring.

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

Mayor John Cooper moved to endorse the Resolution TPB 2021-12 Amending the FYs 2020-23 Transportation Improvement Program. Mayor Callis seconded, and the motion unanimously passed.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2022-001	2022-12-129	2819	Nolensville Pike (SR-11/US-31A) Widening from north of Mill Creek to near Old Hickory Boulevard (SR-254)	TDOT	Add project
2022-002	2019-32-093	2841	I-65 Widening from near SR-25 to near SR-109	TDOT	Add funds
2022-003	2022-62-130	2834/2855	Columbia Pike (SR-6/US-31) Widening from Duplex Road (SR-247) to near Tollgate Boulevard	TDOT	Add project
2022-004	2022-62-131	2834	Columbia Pike (SR-6/US-31) Widening from Duplex Road (SR-247) to north of Thompsons Ridge	TDOT	Add project
2022-005	2022-62-132	2834/2855	Columbia Pike (SR-6/US-31) Widening from north of Thompsons Ridge Road/Buckner Road to north of Tollgate Boulevard	TDOT	Add project
2022-006	2022-52-133	2852	I-65 Widening from near SR-41/US-31W to near Bethel Road (SR-257)	TDOT	Add project
2022-007	2016-37-233	Multimodal	Watauga Elementary School SRTS	Ridgetop	Add funds
2022-008	2022-111-134	Multimodal	North Nashville Pedestrian Improvements	WeGo	Add project
2022-009	2022-76-135	Multimodal	Mt. Juliet Road (SR-171) ADA Upgrades – Phase 2	Mt. Juliet	Add project

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2022-010	2022-711-136	Multimodal	ADA and Pedestrian Signal Improvements at Various Intersections	Lebanon	Add project
2022-011	2022-411-137	Multimodal	ADA Compliance Upgrades at Various Locations	Smyrna	Add project
2022-012	2022-67-138	ITS Technology	Advanced Transportation Controllers	Franklin	Add project
2022-013	2022-511-139	Multimodal	Raymond Hirsch Parkway (SR-258) at US-31W Pedestrian Safety Improvements	White House	Add project
2022-014	2022-59-140	Safety	Streetlight LED Conversion Project	Hendersonville	Add project
2022-015	2022-511-141	Multimodal	ADA Transition Plan Implementation	Sumner County	Add project
2022-016	2022-16-142	Multimodal	Pedestrian Improvements at Various Locations	Metro Nashville	Add project
2022-017	2022-72-143	2807	East Division Street Widening	Mt. Juliet	Add project
2022-018	2022-72-144	2794	Eastern Connector – Phase 2	Mt. Juliet	Add project
2022-019	2022-89-145	Congestion Management	Regional Transportation Data Acquisition	GNRC	Add project
2022-020	2022-11-146	Multimodal	East Bank Spine/North-South Arterial Boulevard	Metro Nashville	Add project
2022-021	2022-72-147	Congestion Management	Pleasant Grove Road Widening	Mt. Juliet	Add project

Informational Items

a) Update on FYs 2023-26 TIP Development

Mr. Pfalzer said that the objectives and opportunities for the upcoming TIP update are:

- Objectives
 - To identify Tip projects that are inactive or have fallen behind schedule in order to assess the programming needs of existing commitments
 - To compile accurate cost estimates and realistic schedules to inform programming and support timely obligation of funding
- Opportunities
 - Explore opportunities to resolve known challenges in the project development process
 - Test new policies/strategies to address unobligated balances

Mr. Pfalzer previewed the TIP project tracker. He noted that this tool tracks the existing projects within the TIP and lists relevant information on status, estimated cost, funding programmed in the TIP, percent of programmed funding that has been obligated, and anticipated schedule for future phases of work. He said that the list of projects is primarily focused on highway projects.

Mr. Pfalzer said that the majority of the projects tend to be lower cost projects, such as intersection improvements, sidewalk improvements, and ITS projects. He said that some of the higher cost projects tend to be partially funded, such as the initial phases of the project not including construction. A key aspect of the TIP update is to identify funding needs for phases of projects that do not currently have funding associated with them.

He said that common challenges for this next TIP update are 1) lack of neighborhood or community buy-in, 2) insufficient staff capacity, 3) insufficient funding, 4) siloed approach to project development, 5) conflicting design expectations, and 6) lengthy project review and approvals. He recommended that the board familiarize themselves with these challenges so that throughout the TIP development process they can help staff find solutions to those challenges. He said that GNRC staff will be working with the municipalities through county workshops to gather project updates.

Ms. Kordenbrock said she is not following a few items on the TIP project tracker. She asked why all phases on projects are captured, but that only federal funds are captured. She asked why there is a focus on federal funds and not local funds. Mr. Pfalzer said that capturing percent of total project cost programmed in the TIP would be a good improvement to incorporate into the tracker. Ms. Kordenbrock said it is important to track all of the funding involved. Ms. Kordenbrock said that FHWA can work with staff for better understanding of the obligation tracking. Mr. Pfalzer said GNRC is not tracking reimbursements. Mr. Skipper said that expenditures are tracked though TDOT. He said that there are projects in the TIP where the full cost is not accounted for, mainly IMPROVE Act projects. This spreadsheet was meant for the Project Delivery Task Force. All funding is being tracked and is online at www.gnrc.org/tip

Ms. Kordenbrock said that the new infrastructure bill is a large infusion of money. It must be spent in a timely manner so policies must be in place to do so. She mentioned TIP policies #8 and #10, and that it is important to remember that there are policies in place to ensure that the money is expended.

Mr. Gerald Herman said the Project Delivery Task Force receives more information than is on the spreadsheet. He said that some projects have been programmed for 20 years but have not had any activity for 13 years or more. He said that members need to look at their older projects on the list to make sure the projects are still priorities.

Ms. Kordenbrock appreciates the information being shared and the work of the staff.

Mr. Jim Kerr asked if proof of local money is needed every year. Mr. Skipper said proof of local money is not required each year but we need a copy of the original proof.

Mr. Kerr asked if a new form for project update can be generated for the members to use. Mr. Skipper said that there is a TIP update online. He said that GNRC is looking to roll out a new version of that software.

Mayor Derek Adams said that communication on each step of a project is important. He said that the NEPA is a long process and if stakeholders are not communicating throughout the entire process, it can stall the development of the project.

Mayor Callis said that staff turnover can also cause projects to stall. He said that the whole idea is to move the project forward.

b) Annual Listing of Obligations for Federal FY 2021

Ms. Emerson said that the MPO is required to publish a list of federal funding obligations within 90 days of the end of the fiscal year.

She said it is good to look at the history of our projects. She said that obligations have risen steadily in the last 10 years, but that there was a dip in the last couple of years.

Ms. Emerson showed the listing of obligations. Important fields captured in the table include the project, date of obligation, funding type that is obligated, and the amount of federal funds that are being obligated and funds contained in the TIP.

Regular Reports

a) FHWA and FTA Report

Ms. Kordenbrock said that they are still trying to understand the new bill. There is a continuing resolution through mid-February which gives 30% of allocation through February. She said that there are no new programs under the continuing resolution, which is a pre-existing law from years ago. FHWA will put together a guidance package for the new infrastructure bill. She said that there is some funding that will come through the formula, but that members will have to wait for competitive grant programs and new funding.

She said that the Federal Register allows the public to provide thoughts, comments, and recommendations on implementing the new infrastructure bill. She encouraged members to submit to the federal register if they have comments or recommendations. More information can be found at <https://www.federalregister.gov/documents/2021/12/01/2021-26145/infrastructure-and-investment-jobs-act-request-for-information>.

b) TDOT Report

Mr. Meservy said that the CMAQ and Multimodal Access Grants are in the Governor's office for review and approval.

He said that the Transportation Planning Grant applications are due December 30, 2021.

c) Chair's Report

Mayor Vogle asked Mr. Herman to give an update on the Project Delivery Task Force. Mr. Herman said that the staff is providing lots of information to help move projects along. He also

said that there will be important information and recommendations that come out of the task force after future meetings.

d) Staff Report

Mr. Pfalzer said that the next meeting is scheduled for January 19, 2022. Mr. Skipper said that the meetings for 2022 will be held at the State Library and Archives in Nashville, TN.

Mr. Skipper reminded the members of the GNRC Executive Committee Board meeting immediately following this meeting.

Mayor Vogle thanked staff and members for all the great work completed in 2021.

With no further business, the meeting was adjourned at 11:20 a.m.

Date: 2/23/22

Billy Vogle

The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board

Sean Pfalzer

Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Policy Board