

MINUTES

TRANSPORTATION COORDINATING COMMITTEE of the

Nashville Area Metropolitan Planning Organization

March 1, 2023

Attendees: Mr. Andy Barlow, Mr. Darek Baskin, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Doug Demosi, Mr. Keith Free, Mr. Glenn Harper, Ms. Billy Higgins, Mr. Joe Horne, Mr. Robert Johnson, Mr. Jim Kerr, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Mr. Ken McLawhon, Mr. Jake McQueen, Ms. Melanie Murphy, Mr. Charlie Pieri, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Marty Sewell, Mr. Josh Suddath

Mr. Andy Barlow, Chair, opened the meeting at 10:35 a.m.

Approval of January 4, 2023, Meeting Minutes

Mr. Jonathan Marston moved to approve the meeting minutes for January 4, 2023. Mr. Jim Kerr seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Elect Committee Officers

Mr. Barlow introduced Mr. Marston to present the slate of candidates on behalf of the nominating committee.

Mr. Marston said that he and the other two members of the nominating committee, Mr. Tom Brashear, and Mr. Bill McCord, presented the slate of Mr. Andy Barlow for Chair and Mr. Josh Suddath as Vice-Chair. There were no nominations from the floor. Mr. Marston moved to elect the slate as presented. Mr. McCord seconded. The motion passed unanimously.

Amend the Transportation Improvement Program (TIP)

Ms. Anna Emerson, GNRC Principal Planner, presented five amendments for consideration as part of this amendment cycle. She said that the amendments are scheduled for adoption by the Transportation Policy Board on March 15, 2023. She said that these amendments will be part of the new FYs 2023-2026 TIP. The State TIP (STIP) has not yet been approved by FHWA, so these amendments cannot be officially part of the new TIP for our region until the STIP is approved.

Mr. Felix Castrodad asked what the timeline is for approval of the STIP. Ms. Emerson said hopefully late March. She said that FHWA has 30 days to conduct their review and comment of the STIP. Ms. Billy Higgins said that the delay in approval is affecting access to funding. Ms. Melanie Murphy, FHWA, said that a timeline will hopefully be determined today after a meeting with TDOT.

Mr. McCord asked if a roundabout has been considered for the Hillsboro Pk/Old Hillsboro Rd intersection. Mr. Joe Horne said no because it involves two state routes and a bridge, and the ROW has been in place for a number of years. Mr. McCord asked if the cost increase is due to inflation. Mr. Horne said yes, the cost increase is partially due to inflation.

Mr. Marston mentioned that FHWA has an index (the National Highway Construction Index) which keeps up with construction costs. He said that there are around 20 factors specifically related to construction and transportation costs. He said that the latest figures you can look at are from April 2022. Mr. Pfalzer asked if the tool was nationwide or regional. Mr. Marston said it is nationwide. The index is available at <https://www.fhwa.dot.gov/policy/otps/nhcci/>

Mr. Keith Free moved to endorse the amendments to the TIP with Mr. Marston seconding. The motion passed unanimously.

Amend #	TIP #	Project Name	Sponsor	Action
2023-001	2022-76-158	Cedar City Pedestrian Improvements	Lebanon	Add funds
2023-002	2023-72-001	Hartsville Pk (SR-141) Widening from North of Lovers Ln to SR-26/US-70	TDOT	Add funds
2023-003	2008-64-037	Hillsboro Rd (SR-106) and Old Hillsboro Rd (SR-46) Realignment & Signalization	Williamson County	Add funds
2023-004	2023-411-167	Eagleville Downtown Revitalization Segments 1 & 2	Eagleville	Add project
2023-005	2023-26-168	North Main St Sidewalk Phase 1	Mt. Pleasant	Add project

Endorse Changes to Functional Classification and STRAHNET

Mr. Sean Pfalzer, Transportation Planning Manager, provided an overview of the federal functional classification system. He explained that the purpose of the classification system is to provide a framework for identifying the primary role that roadways play in moving vehicles. Functional classifications are assigned based on mobility, accessibility, land use, and other factors. Functional classification plays a role in roadway design, including speed and capacity, and also determines eligibility for federal funding, though this cannot be used as justification for revising a roadway's functional classification.

Mr. Pfalzer said that staff is seeking minor revisions to the current federal functional classification based on a request by the City of Franklin. This process requires a resolution

endorsing the changes by the Transportation Policy Board, followed by review and approval by TDOT and concurrence by FHWA. Below is a summary of the proposed functional classification changes requested by the City of Franklin.

- Change classification of McEwen Drive between I-65 and Cool Springs Boulevard/Oxford Glen from Major Collector to Minor Arterial
- Change classification of McEwen Drive between Cool Springs Boulevard/Oxford Glen and Wilson Pike (SR-252) from Local to Minor Arterial
- Change classification of Liberty Pike east of Oxford Glen Drive to Waverly Place from Minor Arterial to Major Collector
- Change classification of Oxford Glen Drive from McEwen Drive to Clovercroft Road from Minor Arterial to Major Collector
- Change classification of Oxford Glen Drive from Clovercroft Road to Murfreesboro Road (SR-96) from Minor Arterial to Minor Collector

Mr. Marston thanked TDOT for their help in navigating the functional classification change. He said that Oxford Glen Drive from Clovercroft Road and Murfreesboro Road is labeled as a minor arterial, yet people use this as a cut-through route. He indicated that this road segment should be classified as a minor collector. He wondered what federal funds can be used if the status changes. Mr. McCord mentioned that Gallatin is updating the major thoroughfare plan, and wanted to make sure that that plan aligns with the changes made to federal functional classification.

Mr. Pfalzer said that the update is a good time to look at the federal functional classification throughout the region. Mr. Robert Johnson said that TDOT Multimodal supports these changes.

Mr. Marston moved to endorse the updates to McEwen Drive with the changes discussed. Mr. Horne seconded. The motion passed unanimously. Mr. McCord offered an amendment to the motion to clarify the terminus of Oxford Glen Drive. Mr. Marston seconded. The amended motion passed unanimously.

Mr. Pfalzer explained that the Strategic Highway Network (STRAHNET) is critical to the Department of Defense's (DoD's) domestic operations. The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. Even though DoD primarily deploys heavy equipment by rail, highways play a critical role.

Mr. Pfalzer said that staff is seeking an addition to the current STRAHNET based on a request by the Department of Defense. The proposed change is based on a recent Power Project Platforms

(PPP) study that identified preferred routes linking the most vital military installations with their respective seaports and airports of embarkation. Upon endorsement by the TPB, DoD will coordinate with TDOT to add the facility to the STRAHNET.

The proposed change requested by the Department of Defense is to add Briley Parkway (SR-155) from I-24 to I-40 as a non-interstate STRAHNET facility. Mr. McCord asked if this is the only state highway that is included? Mr. Pfalzer said yes. Mr. Darek Baskin asked if the road would be closed to all but military traffic in case of military action. Mr. Pfalzer said that he was not sure. Ms. Melanie Murphy said that this change came from the DOD. Mr. Pfalzer said that staff can reach out to DoD for clarification on why Briley Pkwy was chosen.

Mr. Marston moved to endorse this change to the STRAHNET. Mr. Horne seconded. The motion passed unanimously.

Update on Potential Amendments to the Regional Transportation Plan (RTP)

Mr. Pfalzer said that there are two potential amendments to the RTP that are top regional priorities.

- Cleveland Street Extension – this project consists of constructing two new multimodal corridor extensions that will link East Nashville neighborhoods with the economic opportunities under development in River North
- Vietnam Veterans (SR-386) widening – this project is in two phases to widen the road from 4 lanes to 6 lanes from I-65 to Saundersville Road and includes transit managed lanes.

For the Cleveland Street Extension, Mr. Pfalzer said that the members need to understand the implications of the project's design on future improvements to the Interstate Loop and what the full extent of funding needs are to determine potential impact to fiscal constraint requirements and revenue availability for other regional priorities. For the Northeast Corridor Transit/Managed Lanes Widening, members need to understand and reconcile any significant deviations in project design from expectations set by the RTP, TIP, and IMPROVE Act and understand the full extent of funding needs to determine potential impact to fiscal constraint requirements and revenue availability for other regional priorities. He said that the amendment for the Northeast (NET) Corridor was rejected by FHWA for inconsistencies with the RTP. He said that TDOT's proposal for the SR-386 section to SR-109 did not include transit managed lanes, thus the inconsistency with the RTP.

Mr. Castrodad said that more information on the change of scope on the NET Corridor is needed and its impact on transit. Ms. Higgins also asked about funding sources.

Mr. McCord said that transit service extends until Greenlea Blvd, but that east of that terminus transit is not planned. He asked if the project was \$111 million. Mr. Josh Suddath said yes, that is the expected cost. Mr. McCord said that the project is not in the cost-feasible plan. Mr.

Castrodad suggested TDOT provide some clarity on what changes are being proposed. Mr. Pfalzer said staff will reach out to TDOT to provide more information.

Mr. Barlow asked how much comes from MPO suballocation. Mr. Pfalzer said no funding will come from suballocated funds. Mr. Josh Suddath asked if this amendment will be brought to the TCC then the TPB. Mr. Pfalzer said that staff will bring this package to members in the next scheduled meeting.

Update on Priorities for the FYs 2024-45 UPWP

Mr. Pfalzer thanked everyone who took the survey. He said that some of the elements going into the development of the UPWP are: 1) core requirements, 2) planning emphasis areas, 3) member input, 4) Identified needs from plan, and 5) staff needs.

Mr. Pfalzer noted some of the planning activities that will be carried out in the TPWP. He highlighted that GNRC will lead a Coordinated Human Services Transportation Plan Update, a Regional Growth Management Study, and Big Data acquisition. He also said that TDOT is working on the Carbon Reduction Strategy and will conduct a Tennessee Resilience Improvement Plan. He said that local governments will carry out a few major thoroughfare plan updates and other local studies, as well as transit agency activities.

Regional suggestions for updates to the TPWP are:

- Continued focus on project delivery and solutions to project delay
- Explore opportunities for South Corridor Study implementation
- Expand opportunities for planning and grant application assistance

Mr. Barlow said that it will be interesting to see how the Metro Multimodal Traffic Study plays out.

Mr. Johnson said it is hard for TDOT to give impartial advice to smaller communities on grants/consultants. Mr. Barlow seconded Mr. Johnson's comment.

Annual Member Orientation

Mr. Pfalzer said that GNRC staff have provided an orientation for members in the past. He said that this orientation captures additional information on the history of transportation planning.

Ms. Carson Cooper said that in 1956 the National Interstate and Defense Highways Act was passed which funded 41,000 miles for \$25 billion with a 90 percent federal share sourced from gas tax revenues. She said the country has not seen as major of an investment in transportation infrastructure since then. By 1961, the interstates were very behind schedule due to insufficient funding, inadequate planning, and lack of public support. Many

communities, often communities of color, were displaced by interstates. Rapid construction added to Civil Rights and Environmental movements that would be addressed by legislation. She mentioned the North Nashville displacement that occurred because of the construction of Interstate 40. She showed photos of the construction of interstates across Tennessee in the 1960s and 1970s.

Mr. Daniel Capparella provided background on the impetus for MPOs and highlighted the origin of the continuing, comprehensive, and cooperative “3 C” planning process, the formation of Metropolitan Planning Organizations (MPOs) for urbanized areas with population of 50,000 or greater.

Since the 1980s, MPO responsibilities have expanded to include core products such as the RTP, TIP, and UPWP. He said that in 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) emphasized the metropolitan planning process and increased the number of stakeholders, public involvement, and intergovernmental coordination.

He then gave an overview of subsequent federal transportation legislation and said that they established new requirements for safety, climate, equity, and complete streets. He said that all of this progress resulted in a comprehensive and holistic process.

Ms. Cooper said that Davidson County and Nashville consolidated in 1963. The Nashville Area MPO region doubled in size between 1960 and 2020, and the population of counties surrounding Davidson County exploded. Davidson County has grown by 79% during this period. She showed a map of the current and historical Urban Services District. She said that all this growth has created many challenges. She mentioned that the region has modernized significantly, that the region is in air quality attainment, and that many downtowns have revitalized over the years. She also said that congestion, safety, growth management, and freight are still major issues facing the region.

Ms. Emerson said that the TPB member responsibilities govern the policymaking and programming decisions of the MPO program. They do this by working cooperatively, prioritizing transportation needs, identifying strategies and resources, considering the needs of future generations, thinking comprehensively, and monitoring progress.

She said that in 2017, the Nashville Area MPO integrated with the Greater Nashville Regional Council (GNRC). The GNRC is federally recognized as the region’s lead transportation planning organization, economic development district, and area agency on aging and disability.

Ms. Emerson provided an overview of the staff responsibilities, including the development of core products. The core products are the Regional Transportation Plan, the Transportation Improvement Program, and the Transportation Work Planning Work Program. All major roadway or transit investments in Middle Tennessee are implemented through the development of these products with member input.

Ms. Emerson said that resources can be found at gnrc.org/transportation. She mentioned that data on facilities, demographics, system performance, environmental, and others are available at gnrc.org/dashboards.

Mr. Castrodad thanked staff for their work preparing the orientation.

Regular Reports

- **FHWA Report**

Ms. Murphy announced that there are two new discretionary grant opportunities available for local governments and MPOs. They are the Community Charging and Fueling Grants (Community Program) and Alternative Fuel Corridor Grants (Corridor Program). More information can be found at <https://www.fhwa.dot.gov/environment/cfi/>

- **TDOT Report**

Mr. Jonathan Russell said that the Transportation Planning Grant program will be opening for its annual competitive grant cycle. He said that he will send staff more information once it is available.

- **Chair Report**

Mr. Barlow thanked the body for all the work it has accomplished. This group has a wonderful collaborative effort. He also thanked the staff for managing everything.

- **Staff Report**

There was no further staff report.

Other Business

Mr. McCord said that Gallatin has begun a sidewalk project to connect the east and west side of the town split in half by State Route 109.


With no further business, the meeting was adjourned at 12:08 p.m.

Date: 5/3/22



Andy Barlow, Chair

Transportation Coordinating Committee



Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Coordinating Committee