



MEETING INFORMATION

DATE	March 15, 2023
BODY	Transportation Policy Board
LOCATION	TN State Library and Archives 1001 Rep. John Lewis Way Nashville, TN 37201
CALLED TO ORDER	10:19 a.m.
ADJOURNED	11:36 a.m.

ATTENDANCE

MEMBER	ATTENDANCE
Davidson Representatives	Diana Alarcon (Metro Nashville)
Maury Representatives	John Canepari (Spring Hill)
Robertson Representatives	Billy Vogle (County), Gerald Herman (White House)
Rutherford Representatives	Jim Kerr (Murfreesboro), Mary Esther Reed (Smyrna)
Sumner Representatives	Josh Suddath (County), Paige Brown (Gallatin), Jamie Clary (Hendersonville), Mike Callis (Portland)
Williamson Representatives	Rogers Anderson (County), Lisa Anderson (Fairview), Ken Moore (Franklin), Halie Gallik (Nolensville), Brian Stover (Thompson's Station)
Wilson Representatives	Randall Hutto (County), Andy Barlow (Mt. Juliet)
Transit Representative	Steve Bland (WeGo Public Transit)
County Highway Representative	Eddie Hood (Williamson County Highway Department)
Federal Representative	Pam Kordenbrock (FHWA)
Governor's Representative	Jonathan Russell (TDOT)
Board Secretary	Sean Pfalzer (GNRC)

APPROVAL

William A. Doyle

MPO COORDINATOR/ SECRETARY	BOARD CHAIR
<i>Sean Pfalzer</i>	<i>Billy Vogle</i>

AGENDA ITEM 1. CALL TO ORDER & APPROVAL OF MINUTES

Mayor Billy Vogle, Chair called the meeting to order at 10:19 a.m. Mayor Vogle thanked Commissioner Butch Eley for coming to our last meeting.

Mayor Vogle introduced Mayor Lisa Anderson of the City of Fairview.

Mayor Randall Hutto moved to approve the January 18, 2023 meeting minutes. Mayor Ken Moore seconded. The motion passed unanimously.

AGENDA ITEM 2. PUBLIC COMMENT

There was no public comment. Members of the public were reminded that comments could be emailed to GNRC at comments@gnrc.org.

AGENDA ITEM 3. ACTION ITEMS

[3a. Res. TPB-2023-05 Amending the Transportation Improvement Program](#)

Ms. Anna Emerson, Principal Planner, presented the second cycle of amendments for the new FYs 2023-26 TIP that was adopted by the TPB in November 2022. She said that once the Statewide Transportation Improvement Program (STIP) is approved by FHWA and FTA, these amendments will be added to our region's TIP. She covered each amendment and noted that these amendments, in total, add nearly \$15.7 million in federal and state dollars to the TIP.

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

Mr. Eddie Hood moved to approve the Resolution TPB-2023-05 Amending the Transportation Improvement Program with Mayor Rogers Anderson seconding. The motion unanimously passed.

[3b. Res. TPB-2023-06 Approving Changes to the Federal Functional Classification Map](#)

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 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

Mayor Moore said that McEwen Drive really needs to be reclassified. He said that the McEwen Drive widening project between Cool Springs Blvd and Wilson Pike (SR-252) is fully funded in the TIP for construction and that changing the classification allows the city to move forward with construction of the project.

Mayor Moore moved to approve Resolution TPB-2023-06 Approving Changes to the Federal Functional Classification Map. Mayor Mary Esther Reed seconded. The motion passed unanimously.

[3c. Res. TPB-2023-07 Endorsing an Addition to the Strategic Highway Network](#)

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 the 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 non-interstate STRAHNET facility.

Mayor Mike Callis moved to endorse Resolution TPB-2023-07 endorsing the addition to the Strategic Highway Network. The motion was unanimously approved on the second by Mayor Paige Brown.

AGENDA ITEM 4. INFORMATIONAL ITEMS

[4a. Proposed Amendments to the Regional Transportation Plan for Regionally Significant Projects in Davidson and Sumner Counties](#)

Mr. Pfalzer presented two prospective amendments to the RTP.

- Cleveland Street Extension
- Vietnam Veterans Parkway Widening

Cleveland Street: Mr. Pfalzer explained there are two sections to this project, a roadway extension on the northern end a bike/ped connection underneath I-24. He noted the project must be added to the Regional Transportation Plan, and key issues the need to understand how this project could impact future improvements to the inner loop and to what extent will federal funds need to support the Cleveland Street project. Ms. Diana Alarcon, NDOT, provided an overview of the extension as the project owner. She said there are two design options for roadway extension portion of the project. 1) going under I-24 or 2) going over I-24. These options are currently being evaluated based on timeframe, cost, and utility impacts to determine Metro's decision. Ms. Alarcon said that the discussion for these projects started when Oracle said that they were coming to Nashville. Oracle agreed to provide \$175 million for

infrastructure improvements that includes a bridge over the river to connect to Germantown. To fund this project Metro has partnered with Oracle for \$40 million from TNECD and \$40 million from TDOT, and Metro will commit \$6.2 million. She said NDOT will provide updates to the TPB as the evaluation of the project continues.

Mayor Moore thanked Ms. Alarcon for explaining the history of the project and providing a status update. He questioned how the limited funds the MPO authority over has would be impacted by this project. Ms. Alarcon said she believes the project will be regionally signification due to the ability to elevate congestion from the interstate. She said that they are now updating cost estimates based on the options being evaluated. She said that as the cost estimates are updated, she will keep the Board apprised.

Vietnam Veterans Parkway Expansion: Mr. Pfalzer presented information on an amendment would be needed to accommodate the change in scope of work for the Vietnam Veterans Parkway Expansion. He said the Regional Transportation Plan currently calls for transit and/or managed lanes to be included as part of the proposed widening, but the recent proposals from TDOT include only the addition of general-purpose lanes. He said that this project would have to be amended in the RTP to accommodate the design change for the project to move forward in the TIP because the project must be consistent in both documents.

Mayor Moore asked if TDOT has explained why managed lanes were not in their scope. Mr. Pfalzer said that there has been some informal communication through which GNRC staff have heard about the proposed design concepts but have not had the opportunity to review any of TDOT's planning reports.

Mr. Jonathan Russell, TDOT, said that this project was around before the IMPROVE Act. When TDOT initially used the term "transit managed lanes" TDOT did not know what that meant. The idea was to create a lane that was specifically used for transit and as the planning process has been ongoing for several years, and the cost of this project has substantially increased. He said that the Parkway will have a transit component but will not have a dedicated lane for transit. He said that TDOT is still working with WeGo and the MPO to include transit but there will not be dedicated lanes. A second TDOT staff member spoke from the audience to clarify the different phases of the project and scope.

Mr. Pfalzer said that regardless of scope described by TDOT, the RTP still includes transit managed lanes all the way to SR-109. Mr. Shane Hester, TDOT said that the project would widen the inside lane for a future managed lane or express lane.

Mr. Skipper said that the feedback from FHWA is that the TIP amendment submitted is inconsistent with the description of the project in the RTP. He said today's presentation was to provide advanced information about the project because there will need to be an amendment to the RTP brought before TPB at a future date. Mayor Brown said understands part of the rescope in the project is due to funding provided by the Governor's budget, that she does not understand the rescope to remove the transit managed lanes because it has been consistent for years.

Mr. Skipper said that the GNRC staff has requested the planning documents from TDOT. Mayor Brown said that this needs to be a discussion long-term and she is concerned that the transit or managed lane element is being misrepresented. Mr. Skipper said that the intent of a future amendment will be to get documents in-line with each other. He said that the intent of this information item is to make the TPB aware of the potential need for a Plan amendment in advance of any future action item.

Ms. Alarcon asked if TDOT can come back to clarify transit lanes. She asked what happens if an amendment comes before the Board and is not approved. Mr. Skipper said if a project is seeking federal funding and there are inconsistencies between the RTP and TIP funding that would hinder the obligation process.

Ms. Pam Kordenbrock, FHWA, added that there will be no obligation of funds if there are inconsistencies in the plan. She asked if there was an imminent obligation request that would delay funding. Mr. Russell said there was not. Mayor Reed said that TDOT must get the information to the staff so they can share it with the Transportation Policy Board prior to a vote on an amendment. Mr. Russell said that he would get that planning report to the staff. Mr. Josh Suddath, Sumner County Planning Director, said that it sounds like the entire project is being looked at, not just the extension. Mr. Skipper said that the project in the RTP recognizes the extension to SR-109, but we need to ensure consistency. Ms. Kordenbrock again said that there must be consistency.

4b. Priorities for the Transportation Planning Work Program

Mr. Daniel Capparella, GNRC Associate Planner, said that the Transportation Planning Work Program (also known as the Unified Planning Work Program or UPWP) identifies all federally funded regional transportation planning activities or studies to be carried out by. It identifies more than \$7 million in planning activities over the next two years. It depends on approximately \$1 million in MPO dues from local governments and TDOT to provide required federal funds.

Mr. Capparella said that based on survey results, the members considered the rise in serious injuries and fatalities, worsening traffic congestion, and limited funding and financing options as the major priorities for the updates to the TPWP.

The regional suggestions for updates to the TPWP are:

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

Mr. Capparella mentioned 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 be carrying out a few major thoroughfare plan updates and other local studies, as well as transit agency activities.

Mr. Capparella said that the new Transportation Planning Work Program is scheduled for adoption at the July 19 TPB meeting.

4c. Annual Member Orientation

Mr. Skipper said that each year the staff gives a refresher on the MPO program. He provided an overview of the area counties served by GNRC and noted which counties are part of the MPO program's planning area. He said that in addition to providing administration and professional staffing support to the Nashville Area MPO program, GNRC is also designated as the region's economic development district, the Area Agency on Aging and Disability. He said that there are 11 MPOs, including the Nashville MPO, as well as two RPOs in the State of Tennessee. He said that the geography of the Nashville area MPO has evolved over time. It only included Davidson County in the 1970s and 1980s but has since expanded to include seven counties as the urban footprint has expanded over the Nashville Metropolitan Planning Area.

Mr. Pfalzer explained that the Transportation Policy Board, which oversees the implementation of the MPO program, is made up of mayors, the Governor, a transit representative, and a county highway official and serves as the primary forum for collaboration among local elected officials, public transit operators, TDOT, and other state and federal agencies in order to negotiate a mutually beneficial plan for allocating federal and state funds for transportation investments. He said that the Transportation

Coordinating Committee (TCC) serves as the lead advisory panel to the TPB. The TCC is made up of city managers, planning directors, public works directors, TDOT staff, FHA/FHWA, and other local and state agency professionals. The TCC is responsible for assisting GNRC staff with analyzing trends that impact transportation conditions and formulating recommendations to improve regional mobility. It also takes a lead role in coordinating local implementation of adopted plans and programs. He said there are other committees such as the Bicycle and Pedestrian Advisory Committee, and the Project Delivery Task Force.

Mr. Pfalzer 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.

Mr. Pfalzer 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. He also summarized the responsibilities and expectations of both members and staff for the TIP.

Mr. Pfalzer said that Mr. Max Baker, GNRC Director of Research and Analytics, and his team collect and analyze data, and make it available to members and their staff. Data collected includes transportation facilities, demographic/equity, system performance, environmental, growth/development, and safety. He directed members to several interactive tools on the GNRC website.

Mr. Pfalzer said that there will be a future video series which will give an overview of the MPO.

Ms. Kordenbrock restated Mr. Skipper's comments that the MPO program is only a subset of the counties GNRC serves, and GNRC provides staffing to the MPO. Mr. Skipper reminded TPB members that the formal agreement between the MPO and the GNRC that can be downloaded in the Transportation Planning Prospectus, available at <https://www.gnrc.org/MPO>.

AGENDA ITEM 5. REGULAR REPORTS

5a. Federal Report

Ms. Kordenbrock said that FHWA has a new competitive grant program, Charging and Fueling Infrastructure Discretionary Grant Program. The EV charging rules become law at the end of March and establishes minimum for all FHWA funded EV chargers. She said there was a related notice of funding opportunity released recently and there is \$700 million alternative fuel infrastructure projects in urban and rural communities. Applications are due May 30. She announced that Safe Streets for All grants were awarded to Maury County and the Town of Smyrna. The next Safe Streets for All grant cycle will open in April 2023 for the second round.

5b. TDOT Report

Mr. Russell said that the Transportation Planning Grant will hold another round this Spring. There is approximately \$2 million available for planning studies.

5c. Chair's Report

Mayor Vogle thanked the GNRC staff for all the work they do. He commended all the county highway departments on the great job they did after the storm last week.

5d. Staff Report

Mr. Pfalzer pointed out that links to all the grant opportunities mentioned by FHWA and TDOT are in today's agenda packet. He said that the dues information for members is available online at GNRC/org/budget. He reviewed the upcoming meetings. GNRC Regional Council will meet on April 19 and June 21 and the Transportation Policy Board will meet again on May 17 and July 19. More information is available at www.gnrc.org/calendar.

AGENDA ITEM 6. OTHER BUSINESS

No other business was introduced.

AGENDA ITEM 7. ADJOURN

With no further business, the meeting was adjourned at 11:36 a.m.