

MINUTES

TRANSPORTATION COORDINATING COMMITTEE Of the

Nashville Area Metropolitan Planning Organization

June 1, 2022

Attendees: Mr. Andy Barlow, Mr. Calvin Abram, Mr. Darek Baskin, Mr. Marshall Boyd, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Marc Corrigan, Mr. Doug Demosi, Mr. Keith Free, Mr. Glenn Harper, Mr. Nate Heisler, Mr. Shane Hester, Mr. Joe Horne, Mr. Jim Kerr, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Sean Santalla, Ms. Hannah Schaefer, Mr. Marty Sewell, Mr. Micah Wood

Approval of Previous Meeting Minutes

Mr. Andy Barlow, Chair, opened the meeting at 10:30 a.m. Mr. Jonathan Marston moved to approve the April 6, 2022 meeting minutes. Mr. Jim Kerr seconded and the motion passed unanimously.

Public Comment

There was no public comment.

Amendments to the FYs 2020-23 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, presented the proposed TIP amendments. Mr. Jonathan Marston said that Franklin has one more amendment to add. He said that there is a funding change because of some ADA requirements. Ms. Emerson said that staff will discuss with Mr. Marston following the meeting. After the required 21-day public review and comment period, the amendments will be adopted by the Transportation Policy Board on June 15th.

Amend #	TIP #	RTP #	Project Name	Sponsor	Action
2022-049	2021-28-112	1628-159	Bridge Replacement at Iron Bridge Road	Columbia	Add funds

Update on the Development of the FYs 2023-26 TIP

Mr. Sean Pfalzer, Transportation Planning Manager, gave an update on the development of the FYs 2023-26 TIP. Mr. Pfalzer said that the federal transportation funding comes from the highway trust fund. He said that approximately \$4.7 billion is for the State with

\$1.1 billion for the Nashville UZA, and that there has been an increase in available funding thanks to the Bipartisan Infrastructure Law (BIL). This amounts to about \$250 million a year between the statewide pot and suballocated funding. This formula-based funding uses the 2010 Census to designate the UZAs.

Ms. Emerson said that the TDOT priorities amount to about \$534.3 million for the TIP. Specific projects take up 57% of the funds and groupings account for 43% of the funds. She said that \$1.1 billion more is needed to complete all of the projects in the TIP beyond the timeframe that the TIP represents, and that TDOT only projects three years of funding for state-led projects. She went through a list of projects with funding for construction and ROW, and said that GNRC has requested from TDOT anticipated construction year for proposed projects with no construction phase identified.

Mr. Shane Hester, Director of Project Development for TDOT Region 3, said that TDOT is in the process of developing a 5-year plan to support the 3-year plan. He said that Region 3 is the largest region in the State and receives about 33% of the total budget each year. He said that TDOT priorities are data driven.

Ms. Emerson presented a list of existing TIP projects that will not be receiving funding in the upcoming TIP. Mr. Tom Brashear asked how TDOT evaluates projects for funding and if the agency follows a data driven process. Mr. Brashear mentioned the Lebanon Road Widening project and how it will not continue into the upcoming TIP. Mr. Hester said that TDOT follows a data driven process and that he would look into why that project was removed from the list. Mr. Bill McCord, City of Gallatin, asked about the Joe B. Jackson project and which list it was included on. Ms. Emerson responded that it is included in the I-24 ramp improvements project bucket.

Mr. Tom Brashear asked if the 2010 census is being used to determine the urbanized area suballocation amounts. Mr. Pfalzer said that the UZA suballocations are determined using the 2010 census, and that is not expected to change dramatically with the new census, although staff is keeping an eye on any changes.

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.

Mr. Daniel Capparella, Associate Planner, said that transit funding statewide has increased 30% with the passage of the Bipartisan Infrastructure Law to \$130 million annually over the life of the next TIP. He gave an overview of transit revenue for the FYs 2023-2026 TIP by funding source, and said that there is about \$278 million total over the next four years.

Mr. Capparella gave an overview of transit priorities by purpose, which in total account for about \$181 million for the upcoming TIP. These priorities are split by type between capital (86%) and operations (14%). He said that within Capital projects, the majority are maintenance projects, followed by facilities, vehicles, and equipment.

Mr. Pfalzer said that all information on TIP projects is in the TIP tracker. He said that a large portion of transit funding programmed in the TIP is carryover funding from the previous TIP. Mr. Felix Castrodad said that transit agencies are operating on a two-year lag on obligating federal transit funding, which he said explains the high carryover amount. Mr. Brashear asked if this funding is only for transit agencies. Mr. Castrodad said that yes, the majority of funding goes to WeGo and a small portion goes to Murfreesboro Rover and Franklin Transit.

Mr. Pfalzer said that the region has about \$320 million to program in suballocated highway funds through the life of the TIP. He said that there is funding set aside for the Transit and Technology Program, Active Transportation Program, carryover programming, and additional funding requests for existing projects. Mr. Pfalzer said that the key questions for suballocated funds are:

- Confidence about projects that haven't started. To what extent will GNRC be requiring a project planning report prior to programming funds? This best practice could help produce better cost estimates and identify unanticipated challenges (e.g., utilities)
- Inflationary pressures. How will inflation and right-of-way cost increases impact project costs for the anticipated year of expenditure?
- Local Match Commitments. To what extent will local governments be able to provide sufficient proof of local match

Update on Annual Call for Studies for the UPWP

Mr. Pfalzer thanked the members for completing the survey. He also said that there is still time to complete the survey. It is at www.GNRC.org/survey/UPWP. He said that issues have remained consistent with the results from last year.

He briefly listed the member activities underway, planned/upcoming activities, and new requests.

Adoption for the updated UPWP by the TPB will be August 17th.

To review the current UPWP go to: www.GNRC.org/UPWP/FY22-23

To provide feedback and make request go to:
www.GNRC.org/survey/UPWP

Hytch Rewards Presentation

Mr. Pfalzer gave an overview of the Transit and Technology program award to Hytch Rewards. He said that the goal is to launch the Hytch Rewards application for the Nashville region. Mr. Mark Cleveland and Mr. Robert Hartline, Co-founders of Hytch Rewards, discussed the company's goal to help the growing employment community by motivating, measuring, and mapping a safer, greener, and smarter commute. The Hytch Rewards platform is an app to track travelers' commute and the companies participating will pay the driver and passenger per mile for sharing the commute. This plan is to invest in a public private partnership to accomplish the goals set out in the RTP. Mr. Pfalzer said that one of the next steps is to form a task force to figure out how to best set rules for the Hytch platform.

Regular Reports

- **Federal Report**
Mr. Santalla said that as of May 16th the Safe Streets for All (SS4A) discretionary program will provide approximately \$1 billion annually through grants to prevent roadway deaths and serious injuries. A Notice of Funding Opportunity (NOFO) has been released. **Applications for this grant program are due on September 15th, 2022.** There are several upcoming informational webinars on how to apply for this grant. More information on the program, webinar, and the NOFO are available at <https://www.transportation.gov/SS4A>.
- **TDOT Report**
Mr. Jonathan Russell said the Transportation Planning Grant requests are being scored and on Friday, June 3rd the consultants will be notified which cities have been awarded. Hopefully, the contracts will be awarded to start August 1st. This grant cycle will open again in October.
- **Chair's Report**
Mr. Barlow said the Multimodal Access Grant applications are due on July 19th.
- **Staff Report**
Mr. Pfalzer said that he would circulate the information about the UPWP survey as well as Federal grant opportunities and webinars.

Other Business

Mr. Marty Sewell said that Connect Downtown survey is still open. Connect Downtown is a joint project of the Nashville DOT, TDOT, WeGo Public Transit, and the Nashville Downtown Partnership to improve mobility and address traffic congestion in the downtown core. GNRC is serving on the project's Technical Advisory Committee to help examine the needs that downtown's street network face and must solve. One way that you can help us is by taking the [Connect Downtown survey](#) and sharing it with your network. For more information, visit the [project website](#).

With no further business, the meeting was adjourned at 12:10 p.m.

Date: 8/3/22



Andy Barlow, Chair
Transportation Coordinating Committee



Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Coordinating Committee