

## 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 17<sup>th</sup> 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 17<sup>th</sup> 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 22<sup>nd</sup>. Public review and comment will be October 17<sup>th</sup> – November 16<sup>th</sup> 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 15<sup>th</sup>, 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 30<sup>th</sup>.

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 10<sup>th</sup> 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 25<sup>th</sup> 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 7<sup>th</sup>. 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: 9/7/22

  
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Andy Barlow, Chair  
Transportation Coordinating Committee

  
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Sean Pfalzer, Transportation Planning Manager  
Secretary, Transportation Coordinating Committee