

MINUTES
Of the
TRANSPORTATION POLICY BOARD
Of the
Nashville Area Metropolitan Planning Organization
August 17, 2022

Attendees: Mayor Derek Adams, Ms. Diana Alarcon (for Mayor John Cooper), Mayor Rogers Anderson, Mr. Andy Barlow (for Mayor James Maness), Mr. Kirk Bednar (for Mayor Rhea Little), Mayor Rick Bell, Mr. Steve Bland, Mayor Paige Brown, Mayor Mike Callis, Mayor-elect Joe Carr, Mayor Jamie Clary, Mr. Gerald Herman (for Mayor Farris Bibb), Mayor Anthony Holt, Mr. Eddie Hood, Mr. Brian Hurst, Mayor Randall Hutto, Mayor-Elect John Isbell, Mr. Jim Kerr (for Mayor Shane McFarland), Mayor Bill Ketron, Ms. Pam Kordenbrock, Mr. Ken McLawhon (for Mayor Corey Napier), Mr. Matt Meservy (for Gov. Bill Lee), Mayor Ken Moore, Mr. Andrew Pieri (for Mayor David Gregory), Mayor Mary Esther Reed, Vice-Mayor Jim Shulman, Mayor Billy Vogle

Call to Order and Approval of Previous Meeting minutes

Mayor Billy Vogle, Chair, opened the meeting at 10:23 a.m. Mayor Rick Bell moved to approve the June 15, 2022 meeting minutes. Mayor Randall Hutto seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Action Items

a) Public Hearing: Resolution TPB 2022-05 Amending the FYs 2020-2023 Transportation Improvement Program (TIP)

Ms. Anna Emerson, Principal Planner, presented the following proposed TIP amendments for Cycle E that have been out for the required public review and comment. She said these amendments will be the last of the year.

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

She stated that at the last meeting, Sumner County requested to add the State Route 386 project to State Route 109 to the TIP. Based on discussions with TDOT and the local agencies involved, it was determined that the project is not ready to be included in the TIP. Mr. Matt Meservy said that TDOT will be meeting with Sumner County and City of Gallatin representatives on Friday to discuss this project. Mr. Brian Hurst said that TDOT is awaiting additional project details before adding the project to the TIP. Mayor Anthony Holt thanked the staff for bringing it up. He emphasized the need to raise the local match and indicated that the project is very important. Mr. Michael Skipper, GNRC Executive Director, asked if TDOT can give an overview of the project. Mr. Hurst said yes.

Ms. Emerson said that two other projects in the region were also awarded funding through the State Highway Partnership Program: I-40 Interchange at McCrory Lane in Davidson County and the I-24 Interchange at Buchanan Road/Epps Mill Road in Rutherford County.

Mr. Hurst said that as soon as the contract is signed for those projects, the planning documents will begin. He said that TDOT is committed to finishing projects within a 5-6-year window.

Ms. Pam Kordenbrock clarified that FHWA is not limiting the number of TIP amendments to process.

Mr. Skipper said that the board needs to understand what these projects intend to accomplish. He said that getting projects into the TIP is not the goal but understanding what problems we are trying to solve throughout the region. Mr. Meservy said TDOT will provide substance on these projects when it is available.

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

Mayor Hutto moved to adopt the Resolution TPB-2022-05 Amending the FYs 2020-2023 TIP. Mayor Paige Brown seconded. The motion passed unanimously.

b) Public Hearing; Resolution TPB 2022-06 Amending the FYs 2022-2023 Unified Planning Work Program (UPWP)

Mr. Sean Pfalzer, Transportation Planning Manager, briefly went over the updated language for the planning emphasis areas and new activities of the members.

He presented the amendments to the FYs 2022-2023 UPWP that included the new planning emphasis areas and new planning activities led by transit agencies and local governments. He said that the amendments have been out for the required public review and comment period.

Mayor Jamie Clary said that Hendersonville has applied for several federal grants and did not receive a grant due to Equity and Justice in Transportation Planning being an emphasis area. He clarified that this is not due to staff carrying out activities related to the emphasis areas.

Mayor Rogers Anderson asked when we will see broadband related activities in the UPWP. Mr. Skipper said that most jurisdictions are working with TDEC and other state partners and this is a conversation with the board needs to occur with the State partners as to what is eligible for funding. Mr. Skipper asked if he wanted to use transportation dollars for it or is he just asking the question on how we are going to solve the broadband issue. Mayor Anderson said both. He said that most cities and counties cannot afford the cost of broadband according to what TACIR recommends. Mr. Skipper said that the staff will facilitate a conversation.

Ms. Kordenbrock said that the right-of-way should be opened up for this. She said that there is local and state funding available for broadband. Mr. Meservy said that TDOT is aware of broadband interest and TDOT will include it in the statewide long-range plan.

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

Mayor Ken Moore moved to adopt Resolution TPB-2022-06 Amending the FYs 2022-2023 UPWP. Mayor Holt seconded. The motion passed, with Mayor Clary abstaining.

Informational Items

a) 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 to achieve goals identified in the RTP and to incentivize the 1) use of non-single occupancy vehicle travel, 2) avoidance of peak periods of congestion, and 3) detouring of congested corridors.

Mr. Mark Cleveland and Mr. Robert Hartline, Co-founders of Hytch Rewards, provided an overview of the platform and the company's goal to help the growing employment community by motivating, measuring, and mapping a safer, greener, and smarter commute. The strategic goal is to use cash incentives to influence the daily commute in any and every mode. Mr. Mark Cleveland of Hytch said that the program pays people to share rides. GNRC will own the data that will contribute to GNRC modeling and planning. He said that public private partnerships, defining commute behavior, and developing reward rules will lead to a change in commute habits across the region.

Mr. Robert Hartline of Hytch said that the employer and market sponsors share the burden and accelerate participation in the program by 1) creating custom incentives to meet shared goals, 2) motivating your employees to self-organize their shared commute and boost mass transit usage, and 3) cultivate an eco-friendly and commuter-friendly company culture.

He said that the Hytch Rewards Platform is a mobile phone and data analysis system that tracks usage. He said that the leadership of the members translates into action to integrate the Hytch

Rewards program into your communities. He briefly went over the cost to incentivize ride sharing, and said that it takes about \$5.50 a trip to incentivize behavior change.

Mr. Pfalzer said that the GNRC staff is testing the platform. He said that if any jurisdiction is interested in helping to let the staff know. A rewards taskforce to set up rules will be formed. The taskforce will be made up of representatives from local, regional, and state transportation agencies and organizations interested in advancing the goals of the RTP through the deployment of the Hytch Rewards platform.

Mayor Holt asked if implementation was close. Mr. Cleveland said that Hytch is using best practices for our pilot and we will begin collecting data. He said that the rules are flexible. Mayor Holt said that teachers at the school system are good candidates. He encouraged the group to get it rolling.

Mr. Skipper thanked the Hytch team for their commitment and endurance over the last two years. He said that GNRC is not funding Hytch but using federal funds that are suballocated to our region. He said that it is important to get the right people together to determine what the parameters for the grant money are and to monitor the performance of the investment so the board at a later date can decide if it is to be continued.

b) Presentation of Draft FYs 2023-26 TIP

Mr. Pfalzer provided an overview of the Draft FYs 2023-26 TIP. He said that the transportation investments over the next four years totals \$1.1 billion (nearly \$1.8 billion including state and local funds). He said that the components of the staff 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. Pfalzer briefly went over the projection of suballocated revenue for FYs 2023-26 by source. He said that the region has about \$325 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, \$43.9 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 \$10.3 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

Mr. Eddie Hood noted that there is a lot of money and asked what funds the county highway departments can tap in to. Mr. Pfalzer said that there are increasing needs in unincorporated areas and the infrastructure is not keeping up with development. He said that the regional growth management study will help highlight these needs. Mr. Pfalzer said that there are some opportunities for funding using discretionary grants.

Mr. Skipper said that TDOT has programmatic pools of funds and that knowing how to position a project to meet the criteria to get funding is important. Mr. Hurst said that TDOT has a lot of avenues to address bridges with grants and other funds. He said that Ms. Lisa Dunn from the Local Programs Office leads the bridge program at TDOT. She will be presenting to the County Road Superintendents next week in Franklin. Members can reach out with questions to Lisa Dunn at Lisa.dunn@tn.gov.

Mr. Pfalzer said that there is state aid funding for bridges and federal funds with grant programs, but that it would be helpful to have a better compilation of projects for bridges so that the requests can be evaluated and prioritized at one time.

Ms. Kordenbrock said that the Bipartisan Infrastructure Law formula funding has already been allocated for this fiscal year. She said that discretionary grants are still left to distribute. She said that TDOT is not waiting on any of the formula funding.

Mayor Moore said that he wants to know more about existing programming for transit and technology. He said that the Carbon Reduction Program funding remains unprogrammed and suggested that some of this money can go towards broadband installation. Mr. Pfalzer said that the Transit and Technology Program has set-aside U-STBG funding for the modernization of transportation technology.

Ms. Emerson covered the statewide investments for the TIP. She relayed that the list of projects we highlighted at the June TPB meeting that dropped out of the draft TIP have been added back

in. She showed the region's anticipated share of statewide funding vs. programming. The summary of program groupings is:

- **National Highway Performance Program (NHPP):** allocates funding to maintain pavement and bridge condition on interstates
- **Surface Transportation Block Grant (STBG):** allocates funding to maintain pavement and bridge condition on state routes
- **Highway Safety Improvement Program (HSIP):** allocates funding 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 over the next four years.

Mr. Daniel Capparella, Associate Planner, gave a brief comparison of transit revenue vs. programming priorities.

Mr. Pfalzer said that the draft TIP will be sent for state and federal review on August 22nd. The public review and comment period will begin on October 17th with a public hearing and adoption on November 16th.

c) **TMA Federal Certification Review**

Ms. Kordenbrock said that the Nashville Area MPO just finished the required certification review. No corrective actions were found. The MPO and its planning partners are commended for efforts to grow public and stakeholder engagement through the COVID-19 pandemic and investment in data visualization and sharing tools. It was recommended that:

- 1) the Nashville Area MPO and its planning partners build on the substantial effort to advance the federal and regional planning priorities of equity and environmental considerations, such as through incorporation of the results of equity and environmental evaluations into project development and/or defining performance objectives and measuring the impact of Federal investments on these priorities
- 2) The Nashville Area MPO, TDOT, and public transportation operators in the Nashville region are recommended to implement a formal, annual joint review of planning agreements to ensure consistency with the planning and programming process and promote a joint understanding of roles and responsibilities of each agency.

FHWA and FTA find that the metropolitan planning process for the Nashville-Davidson, TMA meets the requirements of Federal law and regulation and is therefore CERTIFIED. This certification will remain in effect until August 3, 2026. She said that FHWA is available for training and technical assistance opportunities. The next review will be carried out in 2026.

Mayor Mary Esther Reed thanked the staff for all they did during the process. She also thanked FHWA for their work on this.

Regular Reports

a) FHWA and FTA Report

Ms. Kordenbrock said that all guidance on the BIL funding programs has been released. She said that funding for the discretionary programs will be issued around January.

b) TDOT Report

Mr. Hurst said that the Tennessee Electric Vehicle Infrastructure Deployment Plan was submitted to FHWA in July, and federal review is scheduled to be completed by September 30th. If the members are interested in a presentation, TDOT will do one.

c) Chair's Report

None.

d) Staff Report

Mr. Pfalzer highlighted two recently completed projects in the region:

- Albert Gallatin Avenue in Gallatin
- Mt. Juliet Road (SR-171) Bridge over I-40 in Mt. Juliet

Mr. Pfalzer said that there will be a Project Delivery Task Force meeting early in September.

Other Business

Ms. Emerson gave a brief status update on HIP and TAP funding. She said that there was some suballocated funding that was at the discretion of the GNRC that had not yet been obligated. She said that these funds have now been obligated and that no funds will be lost.

Mr. Skipper reminded the members of the GNRC Annual Full Council meeting/lunch on September 28th. The annual budget will be adopted at this meeting.

Mr. Skipper introduced Mr. Michael Mills, the new Director of Economic and Community Development for GNRC.

Mayor Reed said that the Task Force has created a smaller group made up of Andy Barlow, Mayor Reed, and the GNRC staff. This group has met with some of the TDOT department heads. She said that the Task Force has brought up ideas that could move projects along in the process that it was now time to have discussions with TDOT to see if they could really happen. She said that the two meetings so far have been very productive. There are some great things coming out of TDOT that will help the board and individual communities.

With no further business, the meeting was adjourned at 12:02 P.M.

Date: 9-21-22

Billy Vogle

The Honorable Billy Vogle
Chairman, MPO Transportation Policy Board

Sean Pflzer

Sean Pflzer, Transportation Planning Manager
Secretary, Transportation Policy Board