



GREATER
NASHVILLE
REGIONAL
COUNCIL

10:15 A.M., Wed., Feb. 15, 2023

**TN State Library and Archives
1001 Rep. John Lewis Way, Nashville, TN 37219**

MORE INFO: GNRC.org/Calendar

MEETING AGENDA

1. CALL TO ORDER; APPROVAL OF MINUTES

Bob Rial

Chair

2. OPPORTUNITY FOR PUBLIC COMMENT

3. INFORMATION ITEMS:

a. FY 2024 GNRC Regional Dues Estimates (A)

Staff will present estimates for regional and program-level dues for use in the FY 2024 budgeting process.

Information about GNRC's budget is available online at GNRC.org/Budget

Michael Skipper

Executive Director

4. ACTION ITEMS:

a. Res. GNRC 2023-06 Endorsing the Annual Update to the Area Plan for Aging and Disability Service (A)

Sara Fowler

Director of Aging and Disability Services

b. Res. GNRC 2023-07 Authorizing an Application to U.S. EDA for the Recapitalization of the GNRC Revolving Loan Fund (A)

Michael Mills

Director of Economic and Community Development

c. Res. GNRC 2023-08 Endorsing Proposals to Increase Transportation Funding and Accelerate Project Delivery (A)

Michael Skipper

5. REGULAR REPORTS:

a. Chair's Report

Bob Rial

b. Executive Director's Report

Michael Skipper

6. OTHER BUSINESS

7. ADJOURN

(A) Indicates an attachment is available in the packet

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Agenda Item 1.

Approval of Meeting Minutes

Minutes for the Regional Council meetings held on 10/19/22 and 12/14/22 have been prepared for the Council's review and approval.

ACTION: Approve Meeting Minutes

Greater Nashville Regional Council
220 Athens Way, Suite 200
Nashville, Tennessee 37228

GNRC Regional Council Meeting
Wednesday, October 19, 2022, 10:30 a.m.
at TN State Library & Archives
1001 Rep. John Lewis Way N
Nashville, TN 37201

MINUTES

BOARD MEMBERS IN ATTENDANCE:

Derek Adams	Nolensville
Diana Alarcon	Metro Nashville-Davidson County
Rogers Anderson	Williamson County
Rick Bell	Lebanon
Lynn Bowles	Sumner County Social Equity Rep.
Paige Brown	Gallatin
Mike Callis	Portland
Joe Carr	Rutherford County
Jamie Clary	Hendersonville
Wes Golden	Montgomery County
Gerald Herman	White House
Randall Hutto	Wilson County
Kerry McCarver	Cheatham County
Ken McLawhon	Thompson's Station
Ken Moore	Franklin
Andrew Pieri	Millersville
Bob Rial	Dickson County
Josh Suddath	Sumner County
Billy Vogle	Robertson County
Becca Werner	Coopertown
Mae Wright	Trousdale County Social Equity Rep

CALL TO ORDER

Board President, Mayor Bob Rial, called the Regional Council Meeting to order at 10:35 a.m. on Wednesday, October 19, 2022.

He welcomed Congressman Rose to the meeting.

APPROVAL OF SEPTEMBER 28, 2022 MEETING MINUTES

Mayor Rial asked if there were any additions or corrections to the September 28, 2022 meeting minutes. There were none.

Mayor Ken Moore moved to approve the meeting minutes. Mayor Mike Callis seconded. The resolution passed unanimously.

PUBLIC COMMENT

The floor was opened to public comment, but there was none.

INFORMATIONAL ITEMS

a. Annual Member Orientation

Mr. Michael Skipper, GNRC Executive Director, provided each member a binder containing resources useful to membership and provided a presentation overview of GNRC's mission, structure, and programming.

GNRC is one of nine development districts across Tennessee created by the Tennessee General Assembly in the mid-1960s. Its primary objectives are to:

- Facilitate intergovernmental cooperation among local leaders and their communities,
- Build trust between members and stakeholder partners,
- Bring awareness to current and emerging issues that affect quality of life and prosperity,
- Inform local and state-level decision-makers with unbiased research and analytics, and
- Prioritize, program, and coordinate delivery of state and federal investments into infrastructure, community development projects, and social services.

The GNRC also serves as the region's federally designated Economic Development District (EDD) and Area Agency on Aging and Disability (AAAD). GNRC also participates as a member of the State Health Insurance Assistance Program (SHIP). GNRC provides administration and professional staffing support to the federally designated Metropolitan Planning Organization. The GNRC offers assistance to local communities in planning and economic and community development. This includes providing staffing for the Mid-Cumberland Area Development Corporation, which administers a variety of lending programs available to small businesses. The GNRC also provides technical assistance and grant administration in support of economic and community development, arts, and tourist development.

Mr. Skipper briefly went over the adopted Annual Work Program and Budget. He noted that GNRC's 80 professionals who work to provide aging & disability services across the region and ongoing support to local and state leaders by facilitating regional conversations focused on managing growth and development and by providing support for infrastructure planning and economic and community development assistance.

The organizational structure consists of the Regional Council body, which is set by statute, and a Board of Directors assembled according to the Bylaws. The

Council is further supported by a series of policy boards, advisory committees, and round tables that provide opportunities to convene leaders and practitioners to inform and guide GNRC's programs and services.

A Membership Guide is available online at www.gnrc.org/membersguide

b. Age-Friendly Communities

Mr. Peter Westerholm, Director of Policy and Government Affairs, introduced Mr. Martin Penny, Director of Advocacy for AARP Tennessee to discuss Age-Friendly Communities.

Mr. Penny said that "a livable community is one that is safe and secure, has affordable and appropriate housing and transportation options, and offers supportive community features and services. Once in place, those resources enhance personal independence; allow residents to age in place; and foster residents' engagement in the community's civic, economic, and social life."

Mr. Penny noted that, for the first time in U.S. history, older adults are projected to outnumber children under the age of 18 by 2034.

When considering how to ensure that communities are prepared for this shift in population, it can be helpful to consider the 8 domains of livability:

- Community support & health services
- Outdoor spaces & buildings
- Transportation
- Housing
- Social participation
- Communication & information
- Civic participation & employment
- Respect & social inclusion

Mr. Penny noted that developing an age-friendly community is a process. He said that there are currently 461 communities enrolled in the AARP network of age-friendly states and communities.

Ms. Rita Martell, AARP Director of Volunteers in Middle Tennessee, noted the existing AARP resources, among them the volunteer network, which can assist a community in developing its age-friendly plan. She also noted AARP's publication called HomeFit which is a guide to help people adapt their homes to be conducive for aging in place. She also pointed out the AARP's online "livability index" where one can input the name of the city, county, and zip code to see a city's "livability score." She noted that, while the scale ranges from said 0-100, top-scoring cities are in the high 60s, and Tennessee's current overall score is 47.

Mayor Derek Adams asked what are some tangible plans that come out of action plans. Mr. Penny said that the community should focus on one or two things first like housing and transportation and to listen to their constituents. He

said that cities interested in being designated a livable community need a resolution and that more information is available at www.aarp.org/livable

ACTION ITEMS

a) Resolution GNRC 2023-03 Proclaiming October as Cybersecurity Awareness Month

Mr. Westerholm noted that October is Cybersecurity Awareness Month and introduced Mr. Tony York, Rutherford County Government CIO, to discuss the topic. Mr. York noted that said that his job is to “scare you.”

Mr. York said that criminals are getting increasingly sophisticated in their ability to steal information and freeze accounts. He said that you must ask yourself who is your cybersecurity champion in your jurisdiction. You must have one. Since budget constraints limit local governments where security professionals are concerned, organizations should plan to grow their own security officer.

Mr. Westerholm said that the IT Roundtable meets 6 times a year to discuss issues faced by our area governments.

Mayor Adams moved to approve Resolution GNRC 2023-03 Proclaiming October as Cybersecurity Awareness Month. Mayor Randall Hutto seconded. The resolution passed unanimously.

b) Resolution GNRC 2023-04 Establishing a Regional Strike Force to Formulate Strategies to Address Current and Emerging Challenges Related to Solid Waste

Mr. Skipper began by noting that many of the solid waste facilities that GNRC’s communities use are reaching the end of their life. GNRC has developed a Regional Master Plan to help the area address this important issue.

This plan produced a set of recommendations which are to

- 1) improve the consumer experience
- 2) reduce, reuse, and recycle
- 3) integrate systems, planning, and operations.

A Solid Waste Strike Force will further these objectives. The strike force will have the objectives of

- Formulating a short-term response to current and emerging issues related to solid waste
- Guiding an update to Middle Tennessee’s current solid waste master plan
- Convening a regional solid waste summit in late January 2023

The strike force will have up to 15 members consisting of:

- State Government (via TDEC)
- GNRC Mayors
- Solid Waste Planning Region Board Representatives
- Local Solid Waste Directors

- Industry Representatives
- Community-Based Non-Profit Organizations

Mayor Moore thanked the staff for bringing this issue to the forefront. He said that one of the challenges of recycling is that China stopped taking our recycling. He said that Eastman is taking plastics to change them into a lower-level derivative to produce a fabric. He noted that this is a regional issue that we must work together to solve.

Mayor Moore moved to adopt Resolution GNRC 2023-04 establishing a Regional Strick Force to Formulate Strategies to Address Current and Emerging Challenges Related to Solid Waste. Mayor Hutto seconded. The resolution unanimously passed.

REGULAR REPORTS

a) CHAIR'S REPORT

Mayor Rial thanked Mr. Penny for his presentation.

b) EXECUTIVE DIRECTOR'S REPORT

Mr. Skipper provided some calendar updates:

He said that at the November 16 Transportation Policy Board (TPB) meeting, the new 4-year Transportation Improvement Program (TIP) will be adopted.

The December 14 Regional Council meeting will have a presentation on the development of a Regional Land Conservation Strategy as well as a discussion of strategies to accelerate broadband expansion as part of transportation projects. The 2023 meeting calendar will be an agenda item.

On January 18, TPB the members will have an orientation, elect a new chair and vice-chair, and will adopt amendments to the TIP.

OTHER BUSINESS

With no further business, the meeting was adjourned at 11:35 a.m.

Respectfully submitted,

Lou Edwards
Recording Secretary

GNRC

Greater Nashville Regional Council
220 Athens Way, Suite 200
Nashville, Tennessee 37228

GNRC Regional Council Meeting
Wednesday, December 14, 2022, 10:15 a.m.
at TN State Library & Archives
1001 Rep. John Lewis Way N
Nashville, TN 37201

MINUTES

BOARD MEMBERS IN ATTENDANCE:

Scott Avery	Millersville
Lynn Bowles	Sumner County Social Equity Rep.
Paige Brown	Gallatin
John Canepari	Spring Hill
Jamie Clary	Hendersonville
Steve Collie	Oak Hill
Margot Fosnes	Robertson Co. Business Rep
Hali Gallik	Nolensville
Lee Harrell	Montgomery County
Ginger Hausser	Davidson County
Ken McLawhon	Thompson's Station
Ken Moore	Franklin
Bob Rial	Dickson County
Josh Suddath	Sumner County
Jerome Terrell	Cheatham County
Billy Vogle	Robertson County
Mae Wright	Trousdale County Social Equity Rep

CALL TO ORDER

Board President Mayor Bob Rial called the Regional Council Meeting to order at 10:28 a.m. on Wednesday, December 14, 2022.

APPROVAL OF OCTOBER 19, 2022 MEETING MINUTES

Mayor Rial said that since there was no quorum, the approval of the minutes will be done at the next meeting.

PUBLIC COMMENT

There was no public comment.

INFORMATIONAL ITEMS

a. “Dig Once” Policies to Accelerate Broadband Deployment

Mr. Michael Skipper, GNRC Executive Director, provided information regarding a set of policies referred to as “Dig Once,” which are intended to help accelerate the deployment of broadband internet services. Mr. Skipper noted that the term “broadband” commonly refers to high-speed internet as defined by offering download and upload speeds of at least 25 and 3 megabits per second, respectfully.

Mr. Sean Pfalzer, GNRC Transportation Planning Manager, said that there are some key findings in deployment of broadband as part of transportation infrastructure projects. These are:

- Federal government has encouraged a ‘dig once’ approach for constructing broadband infrastructure within transportation rights-of-way since 2009
- As of 2022, federal regulations require states to designate a broadband utility coordinator and to establish a process to notify and engage relevant entities as part of the programming of transportation projects
- Communications systems used to support the transportation system must be maintained in a separate, dedicated conduit
- Federal transportation funds may be used to build additional broadband infrastructure as part of the transportation project

The benefits of broadband include applications related to 1) economic development, 2) education, 3) public safety, 4) health care, 5) telework, and 6) entertainment

He said that there is a need for a robust system of infrastructure to ensure seamless communication and keep users safe and improve efficiency. ITS elements enabled by a fiber backbone prepares the transportation corridor for improved operations and management.

Broadband for transportation gives:

- Centrally managed signal systems
- Dynamic lane assignments
- Variable speed limits
- Cameras for incident response
- Road weather information system sensors
- Traffic sensors
- Communication hubs
- Connected and autonomous vehicles

Mr. Pfalzer said that

- Federal investment puts emphasis on building the “middle mile,” the fiber optics conduit between the telecommunications provider and the residential or commercial user

- Highway and road rights-of-way provide a critical “middle mile” for fiber conduit to even the most remote communities
- State transportation agencies typically have practices in place for enabling right-of-way use by utilities, including telecommunications. However, managing the permit process can be involved and costs high for retrofitting miles of roadway with new conduit, especially with multiple telecom providers seeking access
- There is an trend toward Dig Once Policies

Ms. Jessica Hill, GNRC Director of Community and Regional Planning said that 16 states had a Dig Once Policy in 2020 and 5 states have been active in developing a policy.

This week, the U.S. Department of Commerce awarded Tennessee \$6M for broadband internet planning grants

- \$4.9M for development of a five-year plan identifying the state’s broadband access, affordability, equity, and needs; research and data collection; publications and communications support, and providing technical assistance through workshops and events
- \$1.1M for various activities, including development of a statewide digital equity plan, consulting work, community and stakeholder engagement, and report distribution

Mr. Pfalzer said that the Broadband Accessibility Grants have been in place since 2018. He said that more than \$50M has been allocated through this program.

He said that TDOT is overhauling its approach to project development to enhance consistency and transparency through the project delivery process. As part of this, utility coordination will receive greater attention and begin earlier on in the project development process

Mr. Skipper said that it is important to keep track of where these conduits are located. The transportation section can be a big part of delivering broadband across the area.

Mayor Ken Moore said one of the major solutions to our transportation challenges will involve connectivity and we need to encourage this. Mr. Skipper said that TDOT is fairly supportive of this concept to the extent feasible under funding requirements.

b. Land Conservation across Middle Tennessee

Mr. Skipper said that the need for environmental and land planning is important to protect what is unique to our region.

Ms. Hill said that the regional planning involves 1) better understanding or resources, 2) local capacity limitations, and 3) enhanced policy coordination.

The regional pressures are 1) rapid growth and development, 2) changing population and priorities, and 3) rising costs and funding needs.

She said that the GNRC convenes Middle Tennessee's leading natural resource management agencies and environmental experts as the Regional Environmental Roundtable. This is part of the Council's effort to incorporate environmental factors and information into its regional and local planning products and programs.

Ms. Carson Cooper, GNRC Senior Planner for Environmental Programs, said that "Open Space" is any undeveloped land that is valued for natural processes and wildlife, agricultural and forest production, aesthetic beauty, active and passive recreation, and public benefits.

The value of open space in 2018 is 1) \$3.2B in recreation, 2) \$15B increase in property values, 3) \$3.2B annually in ecosystem services and \$325M annually in air pollution benefits, and 4) \$16B annually in economic activity from agriculture and forestry

She said that the U.S. loses a "football field" worth of nature every 30 seconds. From 2001 to 2019, the GNRC area lost 130,000 acres of greenfield land which is equivalent to 15 football fields of greenfield lost per day. These 130,000 acres were converted to 75% of urban/developed land and 25% to grass/shrub land. From 2001 to 2019 the GNRC area added 570,000 people.

Ms. Carson said that agriculture is the most at risk. Tennessee is the 4th most threatened state for loss of agricultural land with 660,000 acres lost in the last 15 years statewide. The GNRC region is anticipated to account for 1/3 of the state's ag land conversion expecting to lose 160,000-350,000 acres of agricultural land by 2040. The available land surrounded by low-density residential is 6x more likely to be developed. It is also important to preserve the tree canopy, which she showed has rapidly been depleted in the Middle Tennessee area.

Ms. Carson introduced Ms. Alice Pell, Executive Director of the Tennessean Land Conservancy and Ms. Christie Henderson, Deputy Director. Ms. Henderson provided some examples of "wins" in protecting land and noted that it is important for agencies to work together to do so. Ms. Henderson said that the Tennessean Land Conservancy will assist local jurisdictions in finding ways to protect the land from development.

Ms. Hill said that the GNRC staff reviews local policies doing analysis and mapping of the area. She said that the environmental and conservation policies are also reviewed.

Mr. Skipper said that members need to communicate conservation policies to developers as early as possible.

Ms. Margot Fosnes said that in Robertson County one of the main issues is the state regulation allowing land in 5-acre lots without any other regulations. Robertson County sees this as a serious threat.

Ms. Ginger Hausser said that any policy needs to address disaster issues like flooding mitigation, and the tree canopy is very important.

Mayor Moore said that Franklin is actively redoing their Plan including using density to conserve land. We also look carefully where sewers can be provided.

Mayor Vogle said that it isn't just losing land but trash issues. These must work together now to get ahead of some of these issues.

Mayor Hali Gallik said that in Nolensville the increased density has increased the transportation and services struggle and that the pressure to increase density is intense.

Mr. Skipper said that the burden on infrastructure is intense. He said that in January an RFP for opportunity of growth management strategies will be issued. He said that infrastructure design needs to change to better accommodate the population.

Policy Takeaways - most commonly seen practices affecting land conservation matters:

- Cluster developments—development standards that allow for flexible densities in exchange for dedicated common open space
- Community Open Space Planning—almost half of the jurisdictions reviewed have a dedicated open space plan or significant element of their comprehensive plan devoted to land conservation
 - Reliance on private landowners for voluntary easements / donations—greenbelt tax incentive and conservation easements to keep land conserved long-term
- Challenges:
 - Appraisal gaps—similar to housing market, people are selling land for higher than appraisal value, making it more difficult for public entities or nonprofits to purchase for conservation
 - Land prices—similar to housing market, urban land is much more expensive to acquire and conserve. For example, 5 acres in East Nashville cost \$1.6 million, more than double what 1,130 acres cost in Van Buren Co
 - Timing & red tape—federal conservation incentives often take too long for the pace of development and require a lot of administration to create a conservation easement
 - Limited resources—limited staff capacity for administration of land transactions, conservation, and management, and limited funding sources available
 - State regulations—state definitions and limitations on local powers can make conservation more difficult
- Opportunities:
 - Reevaluate lot sizes, especially in 1-acre rural residential areas
 - Increase development incentives for conservation, open space dedication, and tree retention
 - Utilize more innovative practices like Transfer of Development Rights or Option to Purchase at Agricultural Value
 - Explore funding strategies—locally-funded programs, impact fees, mitigation fees, public-private partnerships

The asks of GNRC members include:

- Identify regional conservation priorities at a local scale
- Need to update land development policies
- Need for coordination around a regional land use plan
- Gauge interest in conducting an updated regional open space economic impact study/analysis similar to CRT
- Participation in the growth management impact study
- Evaluation of local land development policies that are not fulfilling expectations and unintentional negative impacts

c. 2023 Meeting Calendar

Mr. Skipper went over the meeting schedule of the regional boards and committees for 2023.

Related resources are online www.gnrc.org

ACTION ITEMS:

Mayor Rial said that since there is no quorum today, the approval of the Resolution GNRC 2023-05 Approving the PEP Matching Grants will be done at the January Board of Director's meeting.

REGULAR REPORTS

a) CHAIR'S REPORT

Mayor Rial said that the solid waste strike force has been established. The objectives are 1) to formulate a short-term response to current and emerging issues related to solid waste, 2) guide an update to Middle Tennessee's current solid waste master plan, and 3) convene a regional solid waste summit in late January 2023. It is made up of 15 members including state government, GNRC Mayors, solid waste planning region board reps, local solid waste directors, industry representatives, and non-profit/community organizations. For more information online: www.gnrc.org/solidwaste

b) EXECUTIVE DIRECTOR'S REPORT

Mr. Skipper said that there is a grant opportunity from the TN Department of Economic & Community Development from HUD which is specifically to help to expand capacity of food banks across the State. It is \$15M and is available through applications from County Governments. The awards will be \$500K with a match required. The deadline is January 31st. For further information, please contact Mr. Michael Mills, GNRC Director of Economic & Community Development mmills@gnrc.org

Mr. Skipper said the Board of Directors meeting will be January 10 and will include a member orientation, quarterly financial report, and kickoff of the 2023 budgeting process.

January 18th will be the Transportation Policy Board meeting. There will be an election of officers, member orientation, as well as voting on RTP and TIP amendments.

The next meeting of the Regional Council will be in February.

He announced that the GNRC offices have now moved to 44 Vantage Way, Nashville. All staff is now in the same location.

OTHER BUSINESS

Mayor Rial thanked Mr. Boyd Barker of the TN Department of Agriculture for being here.

With no further business, the meeting was adjourned at 11:51 a.m.

Respectfully submitted,

Lou Edwards
Recording Secretary

Agenda Item 3a.

FY 2024 Regional Dues Estimates

Each February, GNRC produces an estimate of dues for the upcoming fiscal year to assist local government members in their local budgeting. Dues are assessed on a per capita basis.

GNRC general membership dues account for approximately 4% of GNRC's \$18 million FY 23 budget and are a critical part of securing funding from state and federal grant programs that support local social services, infrastructure improvements, and economic and community development projects.

Communities participating in the Nashville MPO program are assessed an additional per capita fee to generate required matching dollars for grants made available by FHWA and FTA.

General membership and program dues are an essential element of the GNRC budget and provide the following benefits to local governments across Middle Tennessee.

- Dues provide required matching dollars to leverage more than \$15 million in grant funds from the TN Dept of Economic and Community Development, TN Dept of Transportation, TN Commission on Aging and Disability, TN Arts Commission, TN Dept of Tourist Development, U.S. Economic Development Administration, U.S. Dept of Agriculture, among others.
- Of GNRC's \$18 million FY 23 budget, nearly \$6 million dollars is sent directly to local communities and agencies in order to 1) support senior centers and to provide meals, transportation, and in-home services for older adults, 2) fund arts projects and tourism marketing, and 3) provide technical assistance to municipal and county governments pursuing State and federal grant opportunities.
- Dues help pay for the programming that keeps local governments, TDOT, and transit agencies eligible for more than \$260 million+ per year in federal transportation grants.
- Dues pay for expenses that are not reimbursable by state and federal grants.

More information about GNRC's budget is available at www.gnrc.org/budget.

ACTION: For Information Only

Greater Nashville Regional Council

Regional Dues Estimates for FY 2024

Presented February 15, 2023 to the Membership of the Regional Council

Member	Population Basis		FY 2024 Dues Estimates			Change Over Prior Year
	General Membership	MPO Program*	General Membership	MPO Program	Total Dues**	
City of Adams	634	-	\$ 234.58	\$ -	\$ 234.58	\$ 16.18
City of Ashland City	5,130	-	\$ 1,898.10	\$ -	\$ 1,898.10	\$ 80.55
City of Belle Meade	2,732	-	\$ 1,010.84	\$ -	\$ 1,010.84	\$ (4.51)
City of Berry Hill	1,973	-	\$ 730.01	\$ -	\$ 730.01	\$ (9.19)
City of Brentwood	45,491	45,491	\$ 16,831.67	\$ 12,737.48	\$ 29,569.15	\$ 984.16
Town of Burns	1,689	-	\$ 624.93	\$ -	\$ 624.93	\$ 74.38
City of Cedar Hill	301	-	\$ 111.37	\$ -	\$ 111.37	\$ 6.02
City of Charlotte	1,629	-	\$ 602.73	\$ -	\$ 602.73	\$ 23.13
City of Clarksville	170,957	-	\$ 63,254.09	\$ -	\$ 63,254.09	\$ 4,901.39
City of Columbia	-	43,340	\$ -	\$ 12,135.20	\$ 12,135.20	\$ 462.00
City of Coopertown	4,590	-	\$ 1,698.30	\$ -	\$ 1,698.30	\$ 130.30
City of Cross Plains	1,832	-	\$ 677.84	\$ -	\$ 677.84	\$ 51.69
City of Cumberland City	312	-	\$ 115.44	\$ -	\$ 115.44	\$ 8.69
City of Dickson	16,085	-	\$ 5,951.45	\$ -	\$ 5,951.45	\$ 331.15
City of Dover	1,749	-	\$ 647.13	\$ -	\$ 647.13	\$ 8.03
City of Eagleville	867	-	\$ 320.79	\$ -	\$ 320.79	\$ 36.24
City of Erin	1,208	-	\$ 446.96	\$ -	\$ 446.96	\$ 18.56
City of Fairview	9,662	9,662	\$ 3,574.94	\$ 2,705.36	\$ 6,280.30	\$ 385.39
City of Forest Hills	4,758	4,758	\$ 1,760.46	\$ 1,332.24	\$ 3,092.70	\$ (81.24)
City of Franklin	85,469	85,469	\$ 31,623.53	\$ 23,931.32	\$ 55,554.85	\$ 2,978.83
City of Gallatin	46,902	46,902	\$ 17,353.74	\$ 13,132.56	\$ 30,486.30	\$ 2,494.77
City of Goodlettsville	17,344	17,344	\$ 6,417.28	\$ 4,856.32	\$ 11,273.60	\$ 66.53
City of Greenbrier	6,930	6,930	\$ 2,564.10	\$ 1,940.40	\$ 4,504.50	\$ 158.76
City of Hendersonville	62,257	62,257	\$ 23,035.09	\$ 17,431.96	\$ 40,467.05	\$ 1,562.66
City of Kingston Springs	2,810	-	\$ 1,039.70	\$ -	\$ 1,039.70	\$ 51.30
City of Lavergne	39,091	39,091	\$ 14,463.67	\$ 10,945.48	\$ 25,409.15	\$ 1,016.18
City of Lebanon	40,888	40,888	\$ 15,128.56	\$ 11,448.64	\$ 26,577.20	\$ 2,365.67
City of McEwen	1,700	-	\$ 629.00	\$ -	\$ 629.00	\$ 53.95
City of Millersville	6,274	6,274	\$ 2,321.38	\$ 1,756.72	\$ 4,078.10	\$ 109.73
City of Mitchellville	160	-	\$ 59.20	\$ -	\$ 59.20	\$ 2.15
City of Mt. Juliet	40,766	40,766	\$ 15,083.42	\$ 11,414.48	\$ 26,497.90	\$ 1,745.83
City of Murfreesboro	157,519	157,519	\$ 58,282.03	\$ 44,105.32	\$ 102,387.35	\$ 6,142.88
City of New Johnsonville	1,837	-	\$ 679.69	\$ -	\$ 679.69	\$ 48.29
City of Nolensville	15,487	15,487	\$ 5,730.19	\$ 4,336.36	\$ 10,066.55	\$ 1,354.28
City of Oak Hill	4,656	-	\$ 1,722.72	\$ -	\$ 1,722.72	\$ 10.87
City of Orlinda	961	-	\$ 355.57	\$ -	\$ 355.57	\$ 24.12
City of Pegram	2,073	-	\$ 767.01	\$ -	\$ 767.01	\$ 41.81
City of Pleasant View	5,119	-	\$ 1,894.03	\$ -	\$ 1,894.03	\$ 211.58
City of Portland	13,341	13,341	\$ 4,936.17	\$ 3,735.48	\$ 8,671.65	\$ 383.37
City of Ridgetop	2,137	-	\$ 790.69	\$ -	\$ 790.69	\$ 36.44
City of Slayden	176	-	\$ 65.12	\$ -	\$ 65.12	\$ 5.62
Town of Smyrna	55,518	55,518	\$ 20,541.66	\$ 15,545.04	\$ 36,086.70	\$ 2,652.60
City of Spring Hill	53,339	53,339	\$ 19,735.43	\$ 14,934.92	\$ 34,670.35	\$ 3,167.20

Greater Nashville Regional Council

Regional Dues Estimates for FY 2024

Presented February 15, 2023 to the Membership of the Regional Council

Member	Population Basis		FY 2024 Dues Estimates			Change Over Prior Year
	General Membership	MPO Program*	General Membership	MPO Program	Total Dues**	
City of Springfield	19,065	19,065	\$ 7,054.05	\$ 5,338.20	\$ 12,392.25	\$ 559.59
City of Tennessee Ridge	1,332	-	\$ 492.84	\$ -	\$ 492.84	\$ 26.64
City of Thompsons Station	7,960	7,960	\$ 2,945.20	\$ 2,228.80	\$ 5,174.00	\$ 458.45
City of Vanleer	382	-	\$ 141.34	\$ -	\$ 141.34	\$ 10.44
City of Watertown	1,557	-	\$ 576.09	\$ -	\$ 576.09	\$ 32.54
City of Waverly	4,296	-	\$ 1,589.52	\$ -	\$ 1,589.52	\$ 85.57
City of Westmoreland	2,725	-	\$ 1,008.25	\$ -	\$ 1,008.25	\$ 56.95
City of White Bluff	3,969	-	\$ 1,468.53	\$ -	\$ 1,468.53	\$ 116.83
City of White House	13,661	13,661	\$ 5,054.57	\$ 3,825.08	\$ 8,879.65	\$ 700.99
Metro Hartsville-Trousdale	12,035	-	\$ 4,452.95	\$ -	\$ 4,452.95	\$ 387.70
Metro Nashville-Davidson	678,626	688,046	\$ 251,091.62	\$ 192,652.88	\$ 443,744.50	\$ 6,602.97
Cheatham County	26,391	-	\$ 9,764.67	\$ -	\$ 9,764.67	\$ 603.07
Dickson County	31,362	-	\$ 11,603.94	\$ -	\$ 11,603.94	\$ 886.24
Houston County	5,777	-	\$ 2,137.49	\$ -	\$ 2,137.49	\$ 133.04
Humphreys County	11,378	-	\$ 4,209.86	\$ -	\$ 4,209.86	\$ 273.76
Maury County	-	43,662	\$ -	\$ 12,225.36	\$ 12,225.36	\$ 287.28
Montgomery County	56,943	-	\$ 21,068.91	\$ -	\$ 21,068.91	\$ 2,397.46
Robertson County	29,805	40,201	\$ 11,027.85	\$ 11,256.28	\$ 22,284.13	\$ 956.53
Rutherford County	99,187	100,054	\$ 36,699.19	\$ 28,015.12	\$ 64,714.31	\$ 3,934.22
Stewart County	11,794	-	\$ 4,363.78	\$ -	\$ 4,363.78	\$ 329.68
Sumner County	56,944	59,829	\$ 21,069.28	\$ 16,752.12	\$ 37,821.40	\$ 1,729.68
Williamson County	56,085	56,085	\$ 20,751.45	\$ 15,703.80	\$ 36,455.25	\$ 1,886.52
Wilson County	68,706	70,263	\$ 25,421.22	\$ 19,673.64	\$ 45,094.86	\$ 1,527.70
Regional Totals	2,134,333	1,843,202	\$ 789,703.21	\$ 516,096.56	\$ 1,305,799.77	\$ 58,092.19

*Does not include Mayors Caucus dues or any other subscription fees or fee for service contract amounts.

GNRC Population Basis Notes:

Population figures based on 2021 Census Estimates (ACS)

Columbia and Maury County are not formal members of the GNRC, but participate in the MPO Program.

MPO Population Basis Notes:

County figures include unincorporated places of less than 5,000 people as of 2020 Census.

Agenda Item 4a.

Resolution Endorsing the Annual Update to the Area Plan on Aging and Disability Services

GNRC is designated by the TN Commission on Aging and Disability (TCAD) as an Area Agency on Aging and Disability (AAAD) for the purposes of coordinating state and federally funded programs and services for older or disabled adults across Middle Tennessee.

GNRC is required to submit to TCAD a four-year Area Plan which establishes strategies to deliver programming and services to older Americans and to update the Area Plan annually to account for changes in funding allocations and regional priorities.

GNRC adopted the Area Plan for FYs 2023-2026 in 2022 and has prepared an annual update for FY 2024. The resolution authorizes the GNRC chairperson and executive director to jointly approve and submit the document to TCAD following final review by the GNRC Aging Advisory Committee.

ACTION: Adopt Resolution GNRC-2023-06

RESOLUTION GNRC-2023-06

A RESOLUTION ENDORSING THE ANNUAL UPDATE TO THE 2023-2026 AREA PLAN ON AGING AND DISABILITY SERVICES FOR NORTHERN MIDDLE TENNESSEE

WHEREAS, the Greater Nashville Regional Council (GNRC) was established in 1965 by the Tennessee General Assembly as a public body corporate and politic to serve as the development district for northern Middle Tennessee and further empowered as a regional council of governments in 1988 to enhance regional planning and coordination in preparation for anticipated growth and development of the region; and

WHEREAS, the GNRC is designated by the TN Commission on Aging and Disability (TCAD) as an Area Agency on Aging and Disability (AAAD) for the purposes of coordinating state and federally funded programs and services for older or disabled adults across Middle Tennessee; and

WHEREAS, AAADs in Tennessee are required to submit to TCAD a four-year Area Plan which establishes strategies to deliver programming and services to older Americans, and to update the Area Plan annually to account for changes in funding allocations and regional priorities; and

WHEREAS, on March 16, 2022, GNRC adopted the Area Plan to cover fiscal years 2023 thru 2026 under the guidance of its Aging Advisory Committee comprised of representatives of older or disabled adults across Middle Tennessee; and

WHEREAS, an annual update has been drafted to include budgeted allocations of federal and state funds for FY 2024 and a formal "Request for Waiver" that would permit GNRC to provide certain case management services, directly, instead of through contracts with area service providers.

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council hereby endorses the annual update and authorizes the GNRC chairperson and executive director to jointly approve and submit the document to TCAD following final review by the Aging Advisory Committee.

ADOPTED, this 15th day of February 2023, the general welfare of the citizens of this region requiring it.

APPROVED AS TO FORM AND LEGALITY:

APPROVED:

Candi Henry
Chief Legal Counsel

The Honorable Bob Rial
Chairperson

ATTEST:

Michael Skipper
Executive Director and Secretary

Agenda Item 4b.

Resolution Authorizing an Application Under the EDA Public Works and Economic Adjustment Assistance Programs

As part of its economic and community development activities, GNRC maintains a Revolving Loan Fund (RLF) Program under the supervision of the U.S. Economic Development Administration (EDA) to provide financing for businesses at below-market rates in order to assist economic growth through job creation.

GNRC has been notified of a funding opportunity through EDA's Public Works and Economic Adjustment Assistance Programs that would allow the RLF to be recapitalized with an 80/20 matching grant.

GNRC has identified up to \$750,000 in unrestricted cash to serve as matching funds to leverage an additional \$3,000,000 in EDA funds for the RLF program. The resolution authorizes the GNRC staff to apply to EDA and to take the necessary actions to secure project funding.

ACTION: Adopt Resolution GNRC-2023-07

RESOLUTION GNRC-2023-07

A RESOLUTION AUTHORIZING AN APPLICATION FOR FUNDING UNDER THE EDA PUBLIC WORKS AND ECONOMIC ADJUSTMENT ASSISTANCE PROGRAMS

WHEREAS, the Greater Nashville Regional Council (GNRC) was established in 1965 by the Tennessee General Assembly as a public body politic to serve as the development district for northern Middle Tennessee and further empowered as a regional council of governments in 1988 to enhance regional planning and coordination in preparation for anticipated growth and development of the region; and

WHEREAS, the United States Department of Commerce's Economic Development Administration (EDA) provides strategic investments on a competitive merit bases to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States; and

WHEREAS, as part of its economic and community development activities, the GNRC maintains a Revolving Loan Fund (RLF) Program under the supervision of the EDA that provides financing for businesses at below-market rates in order to assist economic growth through job creation; and

WHEREAS, GNRC has been notified of a funding opportunity through EDA's Public Works and Economic Adjustment Assistance Programs whereby GNRC can re-capitalize its RLF Program; and

WHEREAS, GNRC is eligible to request funding structured as an 80/20 matching grant in which EDA funding covers 80% of the project cost; and

WHEREAS, GNRC has up to \$750,000 available in unrestricted cash to serve as its matching funds for the RLF Program, enabling a RLF program of up to \$3,750,000 in total capital; and

WHEREAS, EDA requires documentation of funding availability for the matching share.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that GNRC staff is authorized to submit an application to EDA for the recapitalization of its RLF Program and to take such other actions and provide such other assurances as may be necessary to secure project funding.

IT IS FURTHER RESOLVED that, if GNRC is awarded funding, GNRC's matching share in the amount of up to \$750,000 will be available as needed and not conditioned or encumbered in any way that would preclude its use as part of the EDA matching funds requirement.

ADOPTED, this 15th day of February 2023, the general welfare of the citizens of this region requiring it.

APPROVED AS TO FORM AND LEGALITY:

Candi Henry
Chief Legal Counsel

ATTEST:

Michael Skipper
Executive Director and Secretary

APPROVED:

The Honorable Bob Rial
Chairperson

Agenda Item 4c.

Resolution Endorsing the Governor's Proposal to Increase Transportation Funding and Accelerate Project Delivery

Tennessee's Governor and Commissioner of Transportation have proposed to establish the **Transportation Modernization Fund** to provide increased investment in transportation and to implement the "**Build With Us**" initiative aimed at expanding opportunities for public private partnerships and innovative project delivery methods.

"Build With Us" seeks to address the following statewide challenges. More information is available at <https://www.tn.gov/tdot/build-with-us.html>

- **Congestion:** Tennessee's growth is far outpacing roadway capacity investments. This is becoming more prominent throughout Tennessee, not just in urban areas. \$26 billion is needed over-and-above the 2017 IMPROVE Act to address both urban and rural congestion in Tennessee. This includes nearly \$14 billion in the four major urban areas -- Nashville, Memphis, Chattanooga and Knoxville – and over \$12 billion on Tennessee's rural interstates commissioned for these urban areas.
- **Project Delivery:** On average, it takes TDOT 15 years to deliver a project with projects costing 40% over budget due to projects taking so long to get through the development phase. Tennesseans expect and deserve better. With our transportation needs outpacing our ability to deliver, we are asking for more tools in the toolbox to mitigate these challenges.
- **Workforce:** TDOT has 3,600 current employees and has been functioning very well over the past five years at that level. Unfortunately, we continue to lose people fast and their salaries, which are 10-15% below market level, are a main reason for their departure. We intend to eliminate vacancies to use those dollars to increase salaries towards market level. We are also moving away from the assembly line, which cause delays, and are moving toward a team-based approach that allows for faster and more efficient project delivery.

ACTION: Adopt Resolution GNRC-2023-08

RESOLUTION GNRC-2023-08

A RESOLUTION ENDORSING THE GOVERNOR’S PROPOSALS TO INCREASE TRANSPORTATION FUNDING AND TO ACCELERATE PROJECT DELIVERY

WHEREAS, the Greater Nashville Regional Council (GNRC) was established in 1965 by the Tennessee General Assembly as a public body corporate and politic to serve as the development district for northern Middle Tennessee and further empowered as a regional council of governments in 1988 to enhance regional planning and coordination in preparation for anticipated growth and development of the region; and

WHEREAS, GNRC serves as a forum for local and state officials to cooperatively plan and prioritize state and federal investments into public infrastructure, community development projects, and a range of social services across 13 counties and 52 municipalities; and

WHEREAS, the governing body of GNRC, referred to as the “Regional Council,” includes mayors and county executives who serve as board members to four of Tennessee’s federally recognized transportation planning organizations including the Clarksville Urbanized Area Metropolitan Planning Organization, the Nashville Area Metropolitan Planning Organization, the Middle Tennessee Rural Planning Organization, and the Dale Hollow Rural Planning Organization; and

WHEREAS, those transportation planning organizations have adopted regional plans that establish local priorities for investment in multi-modal transportation infrastructure to mitigate congestion, improve roadway safety, and to connect Middle Tennesseans to jobs and prosperity; and

WHEREAS, the population of GNRC’s 13 counties increased by more than 3,000 people per month between 2010 and 2020 and is expected to grow by another 1 million people between 2020 and 2045 to a total of 3.1 million people; and

WHEREAS, Middle Tennessee’s growth is outpacing the resources available to maintain and expand transportation infrastructure including funds made available by the 2017 IMPROVE Act of the Tennessee General Assembly; and

WHEREAS, to address growing concerns about falling behind on critical infrastructure, the Tennessee Governor has proposed to create the Transportation Modernization Fund with an initial appropriation of \$3 billion to fund strategic transportation initiatives related to congestion mitigation and economic development, and \$300 million to be distributed to local governments in the form of grants; and

WHEREAS, the Governor’s proposal also seeks to expedite the construction of projects by authorizing the expanded use of public-private partnerships and alternative contracting and project delivery methods by the Tennessee Department of Transportation (TDOT).

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council hereby endorses the Governor’s proposal to create the Transportation Modernization Fund and to empower TDOT to pursue innovative methods of project delivery.

IT IS FURTHER RESOLVED that the Regional Council calls on TDOT to coordinate with local governments through the appropriate regional transportation planning organization to determine the individual projects that will benefit from the Governor’s proposal and to consult with those organizations to ensure that the design of proposed improvements is consistent with the regional transportation plan for the respective area.

ADOPTED, this 15th day of February 2023, the general welfare of the citizens of this region requiring it.

APPROVED AS TO FORM AND LEGALITY:

APPROVED:

Candi Henry
Chief Legal Counsel

The Honorable Bob Rial
Chairperson

ATTEST:

Michael Skipper
Executive Director and Secretary

Transportation Modernization Act

Build With Us

Background

- Tennessee's growth has far exceeded any projection developed during the 2017 IMPROVE Act and the state is falling behind on delivering the miles of road, bridges, and other mobility tools needed to continue supporting a high-quality of life for all Tennesseans. Traffic congestion is now becoming more prominent throughout Tennessee, and not just in urban areas.
- Independent congestion studies show a \$26 billion backlog of congestion related needs over and above the 2017 IMPROVE Act, with only \$500 million in annual new construction funds to address these needs.
- In addition to addressing these congestion-specific needs, TDOT continues to construct the remaining 70% of projects in the 2017 IMPROVE Act, while simultaneously developing infrastructure plans to accommodate the increased economic opportunity and population growth we've experienced in the past several years.
- The proposed Transportation Modernization Act will provide the state with innovative tools to address traffic congestion, especially in our urban areas, freeing up additional dollars to invest in our rural and suburban communities, all without raising the gas tax or taking on transportation debt.

Choice Lanes

Leveraging private-sector investment to deliver major congestion mitigation solutions

- TDOT is requesting the authority to partner with the private sector to design, build, finance, operate and maintain **new and additional** lanes on existing interstates called Choice Lanes – the state would retain ownership of the roads.
- Partnering with the private sector allows those expensive urban congestion challenges to be addressed using private-sector investment, freeing up state funds to invest in rural communities, like three-laning rural interstates.
- Drivers make a choice to use the existing lanes or pay a user fee to enter the new additional lanes for a guaranteed minimum speed. This is different from a traditional toll road where *all* drivers must pay a user fee to use a specific route. While many motorists may choose to stay in the existing lanes, they still enjoy the benefit of reduced congestion as other motorists move into the additional Choice Lanes.
- On average in P3 delivery, such as Choice Lanes, 70% of the work performed is accomplished by local contractors. This is work over and above the current road and maintenance program.

Choice Lanes Benefits

- Increases ability to invest in rural communities with new roads, repairs and bridge modernization
- Improves traffic conditions in general purpose lanes due to fewer vehicles
- Provides reliable travel speeds and trip times
- Offers enhanced transit options which are proven to increase ridership, such as Bus Rapid Transit
- Improves the quality of life as motorists spend less time in traffic
- Impacts regional economic prosperity positively

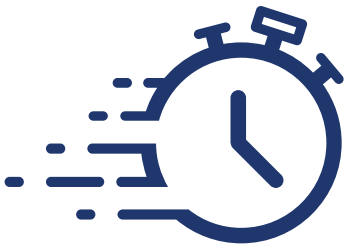
How Choice Lanes Work

- **They are not toll roads.** Drivers have the option to utilize the existing general purpose lanes where a user fee is not charged
- New lanes are constructed that require a user fee to drive in them for a reliable trip time
- Revenue generated is used to operate the Choice Lanes and help pay back the original private investment costs of building the project
- Pricing is used to control the use of the lane. Choice lanes operate around 50 mph during rush hour.

Alternative Delivery

The right tool for the right job

- TDOT is currently statutorily limited in its ability to deliver projects through alternative delivery methods that have shown to promote efficient and expedited project delivery when constructing complex roadway projects.
- Expanding TDOT's existing alternative delivery tools (including Design-Build (DB) and Construction Manager/General Contractor (CM/GC)) will put TDOT in a strong position to optimize the delivery of increasingly complex infrastructure solutions.
- To date, TDOT's alternative delivery program has seen a \$22 million cost savings and almost 70% faster delivery compared to traditional delivery.



**Expedited
Delivery**



**Design/Construction
Innovation**



**Efficient Risk
Transfer**



**Cost
Savings**

Creating Parity with Electric Vehicles

- On average, Tennessee combustion engine vehicle owners pay approximately \$274 (Source: University of Tennessee) in federal and state gas taxes each year, which goes to the state's highway fund. These funds are shared with local communities. Meanwhile, Electric Vehicle (EV) owners currently pay \$100 into that fund, which is not currently shared with local governments.
- The adoption of EVs and hybrids will continue to erode Tennessee's primary revenue source for building and maintaining our state's critical infrastructure, the gas tax. This comes at a time when the need for revenue to build and maintain roads is increasing at a rapid pace.
- There is an expectation of exponential growth in the EV/hybrid sector, with possibly upwards of 200,000 EVs in Tennessee by 2028, which creates a challenge for TDOT's ability to build and maintain transportation infrastructure. These vehicles cause just as much, if not more wear and tear to our roads as they weigh, on average, 800 pounds more than the average combustion engine vehicle (Source: EPA).
- To ensure the state can build and maintain roads, there must be parity between what the drivers of combustible engine vehicles and EVs are paying. The Transportation Modernization Act proposes sharing the EV fee with local governments just like the gas tax is shared.



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