



## **TRANSPORTATION COORDINATING COMMITTEE AGENDA**

**1. Approval of Previous Meeting Minutes (A)**

**Andy Barlow**  
*TCC Chair*

**2. Informational Items:**

**3. Action Items (None Scheduled)**

**4. Informational Items:**

**a. Amendments to the FYs 2020-23 TIP (A)**

Staff will present proposed amendments to the FYs 2020-2023 Transportation Improvement Program (TIP). Amendments are scheduled for adoption on August 17.

**Anna Emerson**  
*Principal Planner and TIP Coordinator*

**b. Amendments to the FYs 2022-23 UPWP (A)**

Staff will present proposed amendments to the FYs 2022-2023 Unified Transportation Planning Work Program (UPWP). Amendments are scheduled for adoption on August 17.

**Sean Pfalzer**  
*Transportation Planning Manager*

**c. Presentation of the Draft FYs 2023-26 TIP (A)**

Staff will present a fiscally constrained transportation improvement program for the next four fiscal years and proposed investments from TDOT, transit agencies, and local governments in the region.

**GNRC Staff**

**5. Regular Reports:**

- **Federal Report**
- **TDOT Report**
- **Chair's Report**
- **Staff Report**

**FHWA Representative**  
**TDOT Representative**  
**Andy Barlow**  
**Sean Pfalzer**

**6. Other Business**

**7. Adjourn**

(A) Indicates an attachment is available in the packet

## **Agenda Item 1.**

### **Previous Meeting Minutes**

#### **Background**

Meeting minutes have been prepared and are ready for approval.

#### **Recommendation**

Approve meeting minutes.

## 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 15<sup>th</sup>.

<b>Amend #</b>	<b>TIP #</b>	<b>RTP #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Action</b>
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](http://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 17<sup>th</sup>.

To review the current UPWP go to: [www.GNRC.org/UPWP/FY22-23](http://www.GNRC.org/UPWP/FY22-23)

To provide feedback and make request go to:

[www.GNRC.org/survey/UPWP](http://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 16<sup>th</sup> 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 15<sup>th</sup>, 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 3<sup>rd</sup> the consultants will be notified which cities have been awarded. Hopefully, the contracts will be awarded to start August 1<sup>st</sup>. This grant cycle will open again in October.

- **Chair's Report**

Mr. Barlow said the Multimodal Access Grant applications are due on July 19<sup>th</sup>.

- **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: \_\_\_\_\_

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Andy Barlow, Chair  
Transportation Coordinating Committee

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Sean Pfalzer, Transportation Planning Manager  
Secretary, Transportation Coordinating Committee

## Agenda Item 4a.

### Cycle E Amendments to the FYs 2020-2023 TIP

#### Background

The following updates to the Transportation Improvement Program have been requested by project sponsors as part of amendment Cycle E for FY 2022.

<b>Amend #</b>	<b>TIP #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Action</b>
2022-050	2022-72-164	Hartsville Pk Widening from north of Lovers Ln to E High St (SR-26/US-70)	TDOT	Add project
2022-051	2022-72-165	Beckwith Rd Widening from I-40 to South Rutland Rd/Posey Hill Rd	Mt. Juliet	Add project

#### Schedule

- August 3 – Presentation to TCC
- August 4 – August 17 – Public Review and Comment
- August 17 – Public Hearing; Adoption by the TPB

#### Recommendation

For information only.



**FY 2020-2023 TIP Amendment – August 2022 Adoption**

**TIP Amendment # 2022-050**

**TIP #:** 2022-72-164  
**RTP ID:** 2862  
**Project:** Hartsville Pike (SR-141) Widening from North of Lovers Lane to East High Street (SR-26/US-70)  
**Requested By:** TDOT  
**Proposed Changes:** Add project  
**Total Project Cost:** \$19,700,000

**TO: \$19,700,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	CONST	STBG	19,700,000	15,760,000	3,940,000	0
<b>Total</b>			<b>19,700,000</b>	<b>15,760,000</b>	<b>3,940,000</b>	<b>0</b>

**Amendment Description**

This amendment proposes to add the project to the TIP with \$15,760,000 federal STBG funds committed to the project by TDOT.

This project involves the widening of Hartsville Pike (SR-141) from 2 to 5 lanes with curb and gutter, sidewalks, and bike lanes from north of Lovers Lane to East High Street (SR-26/US-70).



**FY 2020-2023 TIP Amendment – August 2022 Adoption**

**TIP Amendment # 2022-051**

**TIP #:** 2022-72-165  
**RTP ID:** 2805  
**Project:** Beckwith Road Widening from I-40 to South Rutland Road/Posey Hill Road  
**Requested By:** Mt. Juliet  
**Proposed Changes:** Add project  
**Total Project Cost:** \$23,200,000

**TO: \$3,200,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE-N	LOCAL	600,000	0	0	600,000
2023	PE-D	LOCAL	600,000	0	0	600,000
2023	ROW	LOCAL	2,000,000	0	0	2,000,000
<b>Total</b>			<b>3,200,000</b>	<b>0</b>	<b>0</b>	<b>3,200,000</b>

**Amendment Description**

This amendment proposes to add the project to the TIP with \$3,200,000 local funds committed to the project by the city of Mt. Juliet for initial project phases.

This project involves the widening of Beckwith Road from I-40 to South Rutland Road/Posey Hill Road from two lanes to a four or five-lane median divided roadway with multi-use paths on both sides.

## Agenda Item 4b.

### Amendment to the FYs 2022-23 UPWP

#### Background

The Unified Planning Work Program (UPWP), also called a Transportation Planning Work Program, identifies all federally-funded regional transportation planning activities or studies that will be carried out by GNRC staff, vendors/consultants, or partner organizations.

Staff proposes the following updates to the planning emphasis areas and on planning activities in the region for the FYs 2022-2023 Unified Transportation Planning Work Program (UPWP).

#### Planning Emphasis Areas

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- **Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future** - Extreme weather events due to climate change have become more frequent in the Nashville region. GNRC is committed to working with FHWA and FTA to ensure that the region’s transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

FHWA has promoted alternative fuels through the Alternative Fuels Corridor Program and TDOT demonstrates support of alternative fuels as a Statewide Planning Emphasis Area through current Interstate 40 Deployment Planning Efforts and through a commitment to contribute \$7 million in Highway Infrastructure Program (HIP) funds as part of a statewide partnership with TDEC and TVA. GNRC recognizes the importance of alternative fuels and plans to increase engagement with existing alternative fuel stakeholders, better incorporate it into ongoing planning activities, and link proponents with potential funding opportunities. In addition, GNRC has launched an effort to focus on specific environmental issues. With the assistance of a Regional Environmental Roundtable--made up of state agencies, nonprofits, and other experts--GNRC will be producing policy briefs detailing existing data and policies, and providing resources and recommending strategies to improve environmental outcomes.

- **Equity and Justice in Transportation Planning** - GNRC is committed to supporting FHWA and FTA in advancing racial equity and support for underserved and disadvantaged communities. The 2045 Regional Transportation Plan included an equity analysis that identified the location of nine traditionally underserved and disadvantaged populations that have historically had difficulty in accessing essential services. This analysis also identified Highly Vulnerable Areas, or HVAs, where six or more of the nine populations are above the regional average. GNRC utilized this analysis in the development of the Non-Motorized Risk Index, which identified areas where the risk of non-motorized crashes occurring is disproportionately high. GNRC will continue to utilize these findings in planning activities and will identify additional opportunities to prioritize funding to

vulnerable communities.

- **Complete Streets** - GNRC shares the goal of the FHWA and FTA to support providers of public transportation and transportation agencies' efforts to provide an equitable and safe transportation network for travelers of all ages and abilities. Prioritizing safety, comfort, and access to goods and services and investing in infrastructure improvements that result in complete streets has been a key objective of the Active Transportation Program (ATP) since 2010. GNRC will continue to prioritize safety improvements and speed management on roadways and seek opportunities to leverage investments in complete streets for all users.
- **Public Involvement** - As a result of the stay-at-home orders during the COVID-19 pandemic, GNRC and its planning partners have transitioned to conducting planning activities and public engagement virtually using Microsoft Teams, Zoom, and other virtual platforms. Based on experiences over the course of the last year, there is a need for more interactive and engaging virtual activities to support two-way communication and input from all participants.

FHWA has promoted Virtual Public Involvement (VPI) through the Every Day Counts (EDC) program, and TDOT has selected VPI as a Statewide Planning Emphasis Area. Through the work program, GNRC plans to continue and enhance its use of VPI through greater availability and access to data and analysis and incorporation of VPI into studies underway or planned over the next two years.

- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**- The GNRC is committed to coordinating investments and improvements in the U.S. Department of Defense national highway system to ensure the region's roadways are adequately meeting the needs of national and civil defense. The 2045 Regional Transportation Plan's goal to maintain a state of good repair will prioritize investments in the federal-aid highway network to provide access and connections to the region's military bases, ports, and depots. GNRC will continue to invest in areas crucial to the Strategic Highway Network and will coordinate on future transportation planning decisions with the U.S. Department of Defense.
- **Federal Land Management Agency (FLMA) Coordination** - Coordination with Federal Land Management Agencies (FLMAs) is essential in the GNRC's transportation planning process. GNRC coordinated with the U.S. Fish and Wildlife Services (FWS) through the environmental roundtable in the development of the 2045 Regional Transportation plan, as well as coordination with state agencies such as the Tennessee Department of Transportation (TDOT), the Tennessee Department of Environment and Conservation (TDEC), and the regional FHWA office. Through the upcoming Transportation Improvement Program (TIP) update and future transportation planning, GNRC will continue to coordinate all transportation planning and programming processes with FLMAs and state agencies.
- **Planning and Environment Linkages (PEL)** - In recent years, federal and state agencies have sought to streamline the transportation project delivery process by linking the

planning process with the environmental review required by the National Environmental Policy Act (NEPA). To assist in this effort, GNRC has placed an emphasis on integrating analyses of environmental, community, and economic goals into long-range planning and coordinated with TDOT, FHWA, and other partners to incorporate a formal Planning and Environmental Linkages (PEL) approach into the development of the 2045 Regional Transportation Plan. In addition, GNRC is continuing to examine ways to support project development to expedite the NEPA process through the Project Delivery Task Force.

- **Data in Transportation Planning** - GNRC is committed to incorporating data sharing and consideration into the transportation planning process. With the passage of The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), GNRC's Transportation Policy Board voted to fund the acquisition of big data tools to improve transportation planning and system performance monitoring. GNRC plans to utilize these data tools in transportation planning decisions and will continue to coordinate with local governments and state and federal agencies on data sharing opportunities.

## Transit Agency Activities

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- **Murfreesboro Pike BRT Corridor Study** - Study of BRT service between the Hickory Hollow commercial center in Antioch to Downtown Nashville, terminating at the SoBro Transit Hub at 4th Avenue South and Ash Street. The route will connect with Nashville International Airport, Thompson Lane, and Downtown Nashville south of Broadway (SoBro). (WeGo)
- **Clarksville Pike Rapid Bus Corridor Study** - Advanced planning and environmental work (and potentially some land acquisition) for proposed Clarksville Pike/North Nashville Rapid Bus project. This project would include stop/station upgrades along the 22 - Bordeaux route, as well as broader corridor improvements with respect to traffic management and control systems and pedestrian access and safety. Features to be developed include queue jump lanes, transit signal priority, offboard fare collection, and park-and-ride capacity. The Clarksville Pike corridor is identified in nMotion as a high-capacity transit corridor and the project is included in the Metro Nashville Transportation Plan. (WeGo)
- **WeGo Star Future Direction Study** - Building on the 2019 WeGo Star Planning Study the analysis will help expand on the study's conclusions to establish a knowledge framework to guide future decisions by suggesting a range of activities (and recommended methods) to help lead RTA leadership to well-informed decisions as to the future direction of the Star. (WeGo)
- **Zero Emission Fleet Transition Plan** - Begin development of plans to transition WeGo's fleet to zero emissions aligned with current requirements in funding opportunities, as outlined in the 2021 Infrastructure Investment and Jobs Act. Before WeGo can procure Zero Emission vehicles, there is a need to identify unknown challenges and obstacles to identify gaps in knowledge, infrastructure needs, service modifications, and provide

scopes to address the needs of the organization. (WeGo)

- **Zero-Emission Bus Fleet Transition Study** - Study the viability of integrating clean, zero-emission electric vehicles (EVs) into Franklin Transit's service, resulting in a Zero Emission Transition Plan. (Franklin Transit/TMA Group)
- **Williamson County Vanpool: Regional TDM Strategies** - Study Transportation Demand Management strategies for the region post-COVID. This study will help understand the challenges and dramatic changes to the employer/ employee work environment in Middle Tennessee. The study will examine trends in corporate workspace, corporate headquarters, hybrid work schedules, return to work timelines and the assessment of work attitudes of both employers and employees. Further, the study will breakdown employer and employee challenges within top industries for both white collar and blue collar segments, within government and private industry. (Franklin Transit/TMA Group)
- **Franklin Transit Authority: Post-Pandemic Planning** - In partnership with Williamson County, Franklin Transit is proposing a study to assess the current marketplace of transit technologies, amenities, Software as a Service, rolling stock for busses and smaller cutaway vehicles for agencies, minivans for transit and vanpool services, shelters, Transit as a service and a general overview of the state of industry for standard and emerging technologies in the transit and mobility industry. The transit industry was greatly affected by the worldwide pandemic, resulting in manufacturing and supply chain issues and general labor shortages. This study will offer recommendations and strategies to provide solutions for completing tasks, finding and creating new funding sources, and planning for operations in order to meet goals and provide product and service in a timely manner. (Franklin Transit/TMA Group)

## Local Government Activities

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- **New Connector Road (Rocky Fork Rd to McEwen Dr) Joint Study** - Evaluation of potential alignments for a connector road between Rocky Fork Rd in Smyrna and McEwen Drive in Franklin based on environmental impacts, right of way impacts, community impacts, community benefits, mobility benefits, and conceptual cost. (Cities of Brentwood, Franklin, Nolensville, Smyrna, Rutherford County, and Williamson County)
- **Downtown Neighborhood Traffic Study (Connect Downtown)** - Development of a comprehensive Downtown Mobility Strategy with a transit priority element of enhancing transit operations and service reliability will be crucial to the long-term growth of transit ridership and mode share throughout the Greater Nashville region. (Metro-Nashville). More information is available at <https://www.nashville.gov/departments/transportation/plans-and-programs/downtown-traffic-project>
- **Metro Vision Zero Action Plan and Implementation Plan and Action Plan** - Nashville's Vision Zero Action Plan is a data-driven document to guide Metro's investment in traffic safety improvements over the next five years. The action plan is just the start of Nashville's commitment to build strong partnerships, ensure transparency and

accountability, and work with urgency to reduce the number of people killed and injured while traveling in Nashville.

Nashville Department of Transportation staff has drafted a five-year implementation plan that identifies specific projects and programs that our staff and partners will develop and execute. (Metro-Nashville). More information is available at

<https://www.nashville.gov/departments/transportation/plans-and-programs/vision-zero>

- **West Main Street Revitalization Plan** - A revitalization and Future Land Use framework plan for West Main Street and Old Town, including portions of West Main Street, Rockland Road, Walton Road, Sanders Ferry Road, and Imperial Boulevard to improve West Main Street for residents, businesses and visitors. The plan will identify top priorities for quality development, land use and zoning, transportation and infrastructure, landscaping and beautification. This plan will be used to guide Hendersonville's Land Use and Transportation Plan, zoning ordinance and other important documents. (City of Hendersonville). More information is available at <https://www.hvilletn.org/departments/planning>
- **Stop 30 Corridor Development Plan** - A subarea corridor plan and development plan for the Stop 30 Corridor north of TN-386. (City of Hendersonville). More information is available at <https://www.hvilletn.org/departments/planning>
- **Walk/Bike Master Plan** - Develop a citywide Bicycle and Pedestrian Master Plan to establish a strategic framework for expanding opportunities for walking and bicycling throughout the community. (Town of Nolensville)
- **State Route 6 Community Mobility Plan** - Community Mobility Plan to study and develop recommendations to improve safety, parking, bicycle and pedestrian connectivity, and streetscaping along Thompson's Station Road West and School Street in the downtown core. (Town of Thompson's Station)
- **Town and Corridor Study** - The Highway 31-E corridor plan will determine system deficiencies along Highway 31-E and prioritize needed improvements to enhance safety for all users, increase accessibility and connectivity, and proactively address access management concerns. (Town of Westmoreland)

## **Schedule**

- **August 3 – Presentation to TCC**
- **August 4 – August 17 – Public Review and Comment**
- **August 17 – Public Hearing; Adoption by the TPB**

## **Recommendation**

For information only.

## **Agenda Item 4c.**

# **Presentation of the Draft FYs 2023-26 Transportation Improvement Program**

### **Background**

Staff will provide a recommendation of suballocated programming for the Transportation Improvement Program over the next four federal fiscal years. Staff will also present proposed priorities for the FYs 2023-26 TIP that includes carryover projects, addressing additional funding requests, and allocating construction reserve funding to address ongoing and future inflationary pressures.

The proposed projects for the FYs 2023-26 TIP can be viewed in the GNRC Online TIP Tracker at [www.gnrc.org/app/tip-tracker](http://www.gnrc.org/app/tip-tracker).

### **Recommendation**

For information only.