The Honorable Paige Brown, President
Welcome to the Virtual Workshop on the Regional Transportation Plan

WE WANT YOUR FEEDBACK:
Please go to GNRC.org/RTPComments to leave comments on the proposed plan

We will begin momentarily
Workshop Program

5:30  About the Council
5:40  Solving Transportation Challenges through Regional Collaboration
5:50  Regional Trends and Issues
6:05  Proposed Update to the Regional Transportation Plan
6:20  Opportunities for Ongoing Collaboration
6:25  Open Forum for Questions and Comments
Staff Presenters

Michael Skipper  
Executive Director

Jessica Hill  
Director of Planning

Daniel Capparella  
Community & Regional Planner
Active Participation!!
Grab your cell phone and TEXT "mskipper999" to 22333

TIP: 22333 is the phone number
About the Regional Council

Michael Skipper  Executive Director
Geography & Membership

Greater Nashville Regional Council

GNRC was established in 1965 by the TN General Assembly as the regional council of governments Middle Tennessee.

GNRC is federally recognized as the region’s lead transportation planning organization, economic development district, and area agency on aging and disability. More info at GNRC.org.

The Regional Council is made up of 93 members and includes 13 county mayors and executives, 52 mayors of cities or towns, 2 members of the Tennessee General Assembly, and 26 appointments representing the interests of the business community and minority populations.
The Executive Board convenes monthly for cooperative policymaking and to prioritize public funding for infrastructure projects, community development, and social services.
Local Impact of GNRC Programs
GNRC Professional Team

80+ Strong

Social Workers
Counselors
Economic Development Coordinators
Community Development Coordinators
Lending and Credit Analysts
Local and Regional Planners
Geographers
Research Analysts
Policy Advisors
Volunteer Coordinators
Communications & Marketing
Attorneys and Legal Advisors
Accountants and Finance Officers
Executives and Administrators

GNRC GREATER NASHVILLE REGIONAL COUNCIL
LETTER FROM THE PRESIDENT

Anthony Hilt
GNRC President

Drew Fellow Council Members and Regional Partners,

As I look back on my time as president of the Greater Nashville Regional Council, I am honored by the wider scope of work we do outside Middle Tennessee’s area and the impact we are making on one of the greatest challenges in our history. As a regional council of governments, our role in building relationships across political geography is important. These relationships have proven essential as we have grown our service area and our influence in the region.

At the height of the COVID-19 pandemic, GNRC has provided a forum for our members to share resources and best practices in the difficult decisions we each have to make for our local communities.

The ability of our organization to serve in such a vital role is due in large part to the foundation laid by Council leadership who have come before me. In recent years, GNRC has broadened itself into a vibrant and successful organization with a growing portfolio of talent and services. My tenure as president began two years ago alongside the launch of a new brand and mission, “Connecting Communities, Empowering People.” In two years, many have come to know about our programs and services, but few recognize the importance of the organization on the whole. These few words express why we are and why we exist.

I am proud of our work to increase the level of awareness about GNRC and its role in building a coordinated, expertly staffed council of elected leaders charged with making policies and delivering investments to improve quality of life for Middle Tennesseans. It is our goal to serve our fellow citizens, and to work together to make our region a great place to live.

As you read through this year’s annual report, I know you will be impressed by the variety of activities and accomplishments that have advanced that goal.

I want to thank all the members of the GNRC executive board and professional staff as they continue to move us forward.

Respectfully,

Anthony Hilt
Sumner County Mayor
Transportation Coordination

Empowered by Federal law to cooperatively prioritize and program federal transportation grants across the seven-county metropolitan planning area.

Tennessee Governor (TDOT)
Municipal and County Mayors within
- Metro Nashville-Davidson County
- Maury County
- Robertson County
- Rutherford County
- Sumner County
- Williamson County
- Wilson County

Representative of Public Transit
Representative of County Highway Officials
Federal Highway Administration
Federal Transit Administration
Solving Transportation Challenges through Regional Collaboration

Smyrna Mayor Mary Esther Reed Transportation Policy Board
Plan Timeline and Milestones

• **October 2019**: Launched *Solve This Together* initiative and issued Call-for-Projects

• **February 2020**: Published revenue forecasts and financial planning assumptions

• **May-August 2020**: Published analysis of existing conditions and future year forecasts

• **September 2020**: Published initial list of short and long-term priority projects

• **February 2021**: Scheduled Adoption
COVID-19 Impact on Process

Plan still had to meet federal deadline to prevent interruption in funding:

• Converted outreach to virtual events
• Scaled back discussions of grand projects in order to focus on immediate concerns and priorities

Our Commitment: Relaunch SolveThisTogether.org initiative as partners begin to refocus on a long-term transportation vision and strategy for Middle Tennessee
Regional Trends & Issues

Jessica Hill Director of Community and Regional Planning
We Started by Listening
We Analyzed the Trends
Population Growth Since 2010

Number of people added to the GNRC region each month since 2010

2,322
Population Gains Since 2010

251K
Number of people added to the GNRC region between 2010-2019, about 14% growth

Gaining Population
600 or more people
Growth is not even. Clear migration towards cities. Major impact to rural families, tax bases, and government capacity to serve.
Rapid Growth Ahead

7 County Metropolitan Area of 2.7+ Million People by 2045

Today 2035 2045

GNRC
GREATER NASHVILLE REGIONAL COUNCIL
Worsening Congestion

103% Increase in miles traveled within congested conditions
14% decline in average travel speeds

Today’s Travel Speeds
2045 Travel Speeds
2045 Congested Routes
Concerns about Roadway Safety

76% Increase in Pedestrian Fatalities over last five years

Crash Hot Spots

Pedestrian Fatality Locations

GNRC
GREATER NASHVILLE REGIONAL COUNCIL
Economic Wealth & Disparity

- **65%** Increase in Gross Regional Product since 2010
- **41%** Growth in Personal Income since 2010
- **75,000+** Children in Poverty today
Housing Affordability

19% Percent of OWNERS are Cost Burdened

43% Percent of RENTERS are Cost Burdened
Environmental Quality

Development Impacts over the last five years

- **Lost Tree Canopy**: 575K Football Fields each year
- **Lost Crop Land**: 150K Football Fields each year
- **Gained Impervious Surface**: 660K Football Fields each year
Other Issues of Importance

- Social Equity & Racial Justice
- Public Heath Disparities & Cost Burdens
- Demographic & Generational Shifts

Fiscally Conservative Environment and Limited Revenue Options
COVID-19 Pandemic

- Widespread use of telecommuting
- Growing demand for home deliveries
- Surge in active transportation
- Improved air quality
- Hesitancy for riders to return to transit
- Decline in tax revenue/Delay of transportation investments
- Increase in crash severity despite reduction in crashes

How will the pandemic shift our long-term view of transportation priorities?
Explore More on Your Own

GNRC.org/TPBvideos

GNRC.org/Dashboards
Proposed Update to the Regional Transportation Plan

Michael Skipper Executive Director
Daniel Capparella Community and Regional Planner
Did You Know the Current Plan was Adopted in 2016?
Current Regional Plan, 2016-40

$8.5 Billion

Adopted February 2016 by Area Mayors and Transportation Officials who Serve on the Transportation Policy Board

Represents Collective Vision of
TN Dept of Transportation (TDOT)
Local Governments
Public Transit Agencies
County Highway Officials

Shaped through Public Involvement and
Chambers of Commerce
Nonprofits Organizations
Other Interested Stakeholders
Core Elements of the Plan

**Long Term Vision**
Major capital investments in roadways, transit, and walking and bicycling facilities.

**Six Core Strategies**
For achieving the vision, spanning issues from economic development to heavy truck and rail operations.

**Funding Recommendations**
$8.5 billion directed to projects and programs between 2016 and 2040.

**Illustrative Needs**
Identification of unfunded transportation improvements and options for increasing funding availability.
Priority Investments

- Downtown Interstate Loop Modernization
- South Corridor Rapid Transit & Managed Lanes
- Northeast Corridor/ SR 386 Transit Managed Lanes
Plan Implementation

TIP.NashvilleMPO.org
Do You Know Where to Find the Draft Plan?
Find the Plan at GNRC.org

Or go directly to GNRC.org/RTP
What You’ll Find on the Web

- A complete copy of the Plan adopted in 2016
- Draft chapters and technical appendices for new plan
- An interactive map of proposed projects for the new plan
- Guidance on how to submit feedback
# What You’ll Find in the Plan

<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Introduction</strong></td>
<td>Importance of Plan, Federal Requirements</td>
</tr>
<tr>
<td><strong>2. Regional Collaboration</strong></td>
<td>Organization, Planning Process, Public and Stakeholder Engagement</td>
</tr>
<tr>
<td><strong>3. Issues, Trends, Forecasts</strong></td>
<td>Community Concerns, Growth Trends, Transportation Performance</td>
</tr>
<tr>
<td><strong>4. Policy Guidance</strong></td>
<td>Goals, Objectives, Strategies and Actions</td>
</tr>
<tr>
<td><strong>5. Needs and Priorities</strong></td>
<td>Revenue Forecasts, Funding Priorities</td>
</tr>
<tr>
<td><strong>6. Implementation</strong></td>
<td>Ongoing Planning, Project Development Process, Performance Monitoring</td>
</tr>
<tr>
<td>Technical Appendices</td>
<td>Overview of Transportation Assets, Lists of Proposed Projects, Explanation of Planning Assumptions, and Process Documentation</td>
</tr>
</tbody>
</table>
Interactive Project Map

- Project locations, descriptions, costs, and scheduled funds
  - Active links to TIP database
- Map of projects by type
- Map of projects by applicant
- Map of projects by horizon year

Maps include contextual information:
- Areas of traffic congestion
- High crash areas
- Pop and employment densities
- Vulnerable Populations
- Environmentally Sensitive Areas

GNRC.org/maps/2045RTP
The Plan Keeps TDOT, Transit Agencies, and Local Governments Eligible for Federal Grants.
Federal Requirements

• Plans are required by federal law of every U.S. metropolitan area with 50,000+ people

• Must cover 20+ years and account for all federally funded and regionally-significant projects regardless of implementing agency (TDOT, local gov’t, transit agency)

• Must include a balanced budget constrained by reasonable assumptions for future revenue

• Must address 10 federal planning factors and national performance-based planning requirements

• Must be updated every 5 years
Fiscal Assumptions

$10.5 Billion over the next 25 years

- **Base Funding Level**: $260m
- **Revenue Growth**: 2% Annually
- **Inflation on Project Costs**: 4% Annually to the Year of Expenditure

Annual Amount of Federal Formula Funds
# Funding Benchmarks - Peer Region Comparisons -

<table>
<thead>
<tr>
<th>Peer Region</th>
<th>Agency Name</th>
<th>Planning Area Geography</th>
<th>Planning Area Population</th>
<th>Identified Funding ($B)</th>
<th>Annual Funding per Capita</th>
<th>Compared with 2045 RTP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver</td>
<td>Denver Regional Council of Governments</td>
<td>8 Counties</td>
<td>3,139,500</td>
<td>$106.00</td>
<td>$ 1,688.17</td>
<td>607%</td>
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<tr>
<td>Austin</td>
<td>Capital Area Metropolitan Planning Organization</td>
<td>6 Counties</td>
<td>1,759,024</td>
<td>$35.11</td>
<td>$ 798.28</td>
<td>234%</td>
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<tr>
<td>Atlanta</td>
<td>Atlanta Regional Commission</td>
<td>20 Counties</td>
<td>5,591,600</td>
<td>$107.00</td>
<td>$ 956.79</td>
<td>301%</td>
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<tr>
<td>Kansas City</td>
<td>Mid-America Regional Council</td>
<td>9 Counties</td>
<td>1,895,595</td>
<td>$33.00</td>
<td>$ 696.35</td>
<td>192%</td>
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<tr>
<td>Jacksonville</td>
<td>North Florida Transportation Planning Organization</td>
<td>6 Counties</td>
<td>1,419,332</td>
<td>$20.70</td>
<td>$ 583.35</td>
<td>144%</td>
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<tr>
<td>Columbus</td>
<td>Mid-Ohio Regional Planning Commission</td>
<td>5 Counties</td>
<td>1,450,000</td>
<td>$19.60</td>
<td>$ 540.69</td>
<td>127%</td>
</tr>
<tr>
<td>Pittsburgh</td>
<td>Southwestern Pennsylvania Commission</td>
<td>10 Counties</td>
<td>2,600,000</td>
<td>$31.71</td>
<td>$ 487.83</td>
<td>104%</td>
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<tr>
<td>Indianapolis</td>
<td>Indianapolis MPO</td>
<td>9 Counties</td>
<td>1,970,000</td>
<td>$20.44</td>
<td>$ 415.13</td>
<td>74%</td>
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<tr>
<td>Oklahoma City</td>
<td>Association of Central Oklahoma Governments</td>
<td>6 Counties</td>
<td>1,142,407</td>
<td>$10.42</td>
<td>$ 364.96</td>
<td>53%</td>
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<tr>
<td>Memphis</td>
<td>Memphis MPO</td>
<td>4 Counties</td>
<td>1,382,091</td>
<td>$12.11</td>
<td>$ 292.05</td>
<td>22%</td>
</tr>
<tr>
<td>Cincinnatti</td>
<td>OKI Regional Council of Governments</td>
<td>8 Counties</td>
<td>1,999,474</td>
<td>$15.67</td>
<td>$ 313.52</td>
<td>31%</td>
</tr>
<tr>
<td>Birmingham</td>
<td>Regional Planning Commission of Greater Birmingham</td>
<td>6 Counties</td>
<td>1,121,223</td>
<td>$8.20</td>
<td>$ 292.54</td>
<td>23%</td>
</tr>
<tr>
<td>Orlando</td>
<td>MetroPlan Orlando</td>
<td>3 Counties</td>
<td>2,065,321</td>
<td>$15.07</td>
<td>$ 291.90</td>
<td>22%</td>
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<tr>
<td>Louisville</td>
<td>Kentuckiana Regional Planning and Development Agency</td>
<td>6 Counties</td>
<td>1,069,677</td>
<td>$7.10</td>
<td>$ 331.88</td>
<td>39%</td>
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<tr>
<td>Charlotte</td>
<td>Charlotte Regional Transportation Planning Organization</td>
<td>3 Counties</td>
<td>1,394,800</td>
<td>$8.50</td>
<td>$ 243.76</td>
<td>2%</td>
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<tr>
<td>Nashville (2040 Plan)</td>
<td>Greater Nashville Regional Council (GNRC)</td>
<td>7 Counties</td>
<td>1,686,745</td>
<td>$8.80</td>
<td>$ 208.69</td>
<td>-13%</td>
</tr>
<tr>
<td>Nashville (2045 Plan)</td>
<td>Greater Nashville Regional Council (GNRC)</td>
<td>7 Counties</td>
<td>1,748,141</td>
<td>$10.43</td>
<td>$ 238.65</td>
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</tbody>
</table>
Summary of Proposed Investments thru 2045
Regional Goals

- Maintain a State of Good Repair
- Improve Roadway Safety for all Users
- Mitigate Congestion to Keep Region Moving
- Increase Access to Economic Opportunity
- Minimize Disruptive Impacts of Projects
- Align with Local, State, and National Policies
How the Funding is Allocated

35% of funding is set-aside into programs for projects to be determined later

- Maintenance Programs
- Public Transit Vehicle Purchases and Replacements
- Spot Safety Improvements
- Active Transportation
- Technology Upgrades
- Air Quality Improvements

65% of funding is allocated to specific projects over the next 25 years

<table>
<thead>
<tr>
<th>TN IMPROVE Act Projects</th>
<th>Prior Commitments</th>
</tr>
</thead>
<tbody>
<tr>
<td>72%</td>
<td>50%</td>
</tr>
<tr>
<td>of funding will be used by TDOT to implement the projects listed in state law</td>
<td>of funding will be needed to complete projects already programmed in short-term work programs</td>
</tr>
</tbody>
</table>
**Percent of Funding**

- **4%** New Road or Extension
- **47%** Road Widening
- **26%** Road Reconstruct or MultiModal Upgrades
- **8%** Interchange Work

*Of Itemized Projects*

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*Source: GNRC*

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**PROJECT LOCATION BY APPLICANT**

*SR 386 and I-24 SE Corridor Projects Jointly Submitted as Regional Priority*
97% of Projects

Source: TDOS TITAN Database

Top 25% Highest Crash Areas
66% of Projects

Top 10% Most Congested Areas

Source: TDOS TITAN Database and TDM

GNRC.org/Transportation
Funding Equity
Allocation vs. Population and other Metrics

*Includes funding for any project located within county, including multi-county projects.
What are the Key Takeaways from this Planning Cycle?
Our Key Takeaways

• The region’s plan is **extremely dependent on federal grant programs** when compared with peer regions who have established dedicated funding beyond the motor fuels taxes

• **Buying power continues to dwindle** as costs increase due to inflation

• Most of the long-range plan is **committed to completing IMPROVE Act Projects and other local projects already programmed**

• Region will need to **continue its work with the State** to identify options for increased funding in order to move forward on major investments to address long-term growth and traffic projections

• **Broader public engagement and closer collaboration among community advocates, developers, and elected officials will be needed to build support for more transformational investment**
Opportunities for Continued Collaboration and Planning

Michael Skipper Executive Director
Share Your Immediate Feedback

GNRC.org/RTPcomments
Small Group Discussions - Next Week -

Tuesday
February 9
12 p.m.

Wednesday
February 10
5:30 p.m.

Thursday
February 11
8:00 a.m.

Sign up for your spot now!
GNRC.org/Transportation
Follow Us!

@TheGNRC

GNRC.org/YouTube

GNRC.org/LinkedIn
Other Opportunities

Ongoing Studies for Better Transit, Smarter Technology, Walkable Communities, Efficient Freight and Deliveries, and More Equitable Access to Prosperity

Provide Feedback on Project Design, Engineering, and Implementation through the Project Development Process

Engage through your Employer, Chamber, Civic Club, or Favorite Non-Profit Organization

Stay Connected as we Reconvene for Another 5-Year Planning Cycle to Address Transportation Challenges
Open Forum for Questions and Comments