

2.0 Regional Collaboration

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2.1 Organization and Process

Transportation Policy Board

One of the defining strengths of Middle Tennessee lies within its demonstrated ability to effectively organize key leaders to address issues of regional significance. The development of the Regional Transportation Plan is no exception as hundreds of community leaders have spent significant time engaged in the development of goals, objectives, and proposed solutions to improve the transportation system across the greater Nashville area.

The work that GNRC carries out as the Metropolitan Planning Organization is overseen by a 33 member Transportation Policy Board, or TPB, that represents all levels of government and key transportation officials across a seven county metropolitan planning area that is designated in cooperation with the Tennessee Governor. The Transportation Policy Board governs the policymaking and transportation improvement programming decisions of the metropolitan area, and serves as the primary forum for collaboration among local communities, state officials, and interested parties related to regional transportation policies, plans, programs, and funding. The TPB is empowered to act independently of GNRC's governing body (known as the Regional Council) in the adoption of transportation policies, plans, and programs as permitted by state and federal laws and regulations.

Membership consists of the Tennessee Governor, city and county elected officials, a representative from the Greater Nashville Regional Council, a representative of area public transit operators, a representative of area county highway departments, and administrators from the Federal Highway Administration and Federal Transit Administration.

Municipal and County Governments

The Transportation Policy Board consists of the principal elected official (e.g., mayor or county executive) from each of the counties within the formal metropolitan planning area, as well as cities in those counties with a population of 5,000 or more people. Local governments are the primary drivers of the planning process and have the greatest influence on how transportation decisions will affect Middle Tennessee's quality of life.

- City of Brentwood
- City of Columbia
- City of Fairview
- City of Franklin
- City of Gallatin
- City of Goodlettsville
- City of Greenbrier
- City of Hendersonville
- City of LaVergne
- City of Lebanon
- City of Millersville
- City of Mount Juliet
- City of Murfreesboro
- City of Portland
- City of Spring Hill
- City of Springfield
- City of White House
- Town of Nolensville
- Town of Smyrna
- Metropolitan Nashville-Davidson County
- Maury County
- Robertson County
- Rutherford County
- Sumner County
- Williamson County
- Wilson County

State Government

Although the Tennessee Governor occupies a seat on the Transportation Policy Board, the **Tennessee Department of Transportation (TDOT)** serves as the lead state partner in the planning process. TDOT is responsible for managing, operating, and maintaining U.S. Interstates and the State route system. This includes oversight of the design and construction of transportation improvement projects for those roadways, as well as other federal-aid routes when requested to do so on behalf of local communities. Within the context of planning, TDOT is responsible for the preparation of a statewide transportation plan, administration of a data collection program relative to

transportation modes and needs, and cooperation with local government members of the regional planning organizations in the development of metropolitan area transportation plans.

GNRC also coordinates with the Department of Safety and Homeland Security, the Department of Health, the Department of Economic and Community Development, and the Department of Environment and Conservation, Department of Tourist Development, the TN Commission on Aging and Disability, and the TN Housing Development Agency on matters pertaining to transportation.

Public Transit and County Highway Officials

Public transit operators play a critical role in regional transit planning efforts led by GNRC and are responsible for carrying out short-term capital planning and operational analysis activities. The **Regional Transportation Authority** (recently rebranded to WeGo Public Transit) is responsible for developing, managing, operating, and maintaining a regional transit system across ten Middle Tennessee counties including all seven counties in the Nashville metropolitan planning area. The RTA oversees the largest commuter vanpool program in the Southeast, facilitates thousands of carpools, coordinates Relax & Ride regional bus routes, and operates the area's first regional rail project.

The Nashville Metropolitan Transit Authority, also known as **WeGo Public Transit**, provides transit service throughout Davidson County. The **Franklin Transit Authority** provides local bus/trolley service to residents in the Franklin and Cool Springs area. The **City of Murfreesboro Transportation Department** provides local bus service, known as Rover, to residents in Murfreesboro.

Public transit operators are collectively represented on the Transportation Policy Board by a single appointment made by the Board of Directors of the agency which serves as the designated recipient of federal fund made available through the Federal Transit Administration.

In addition, the Transportation Policy Board includes a seat designated for the representation of county highway officials across the metropolitan planning area. County Highway Departments are often managed by a Highway Superintendent who oversees the location, relocation, construction, reconstruction, repair, and maintenance of the county road system, including bridges.

Federal Government

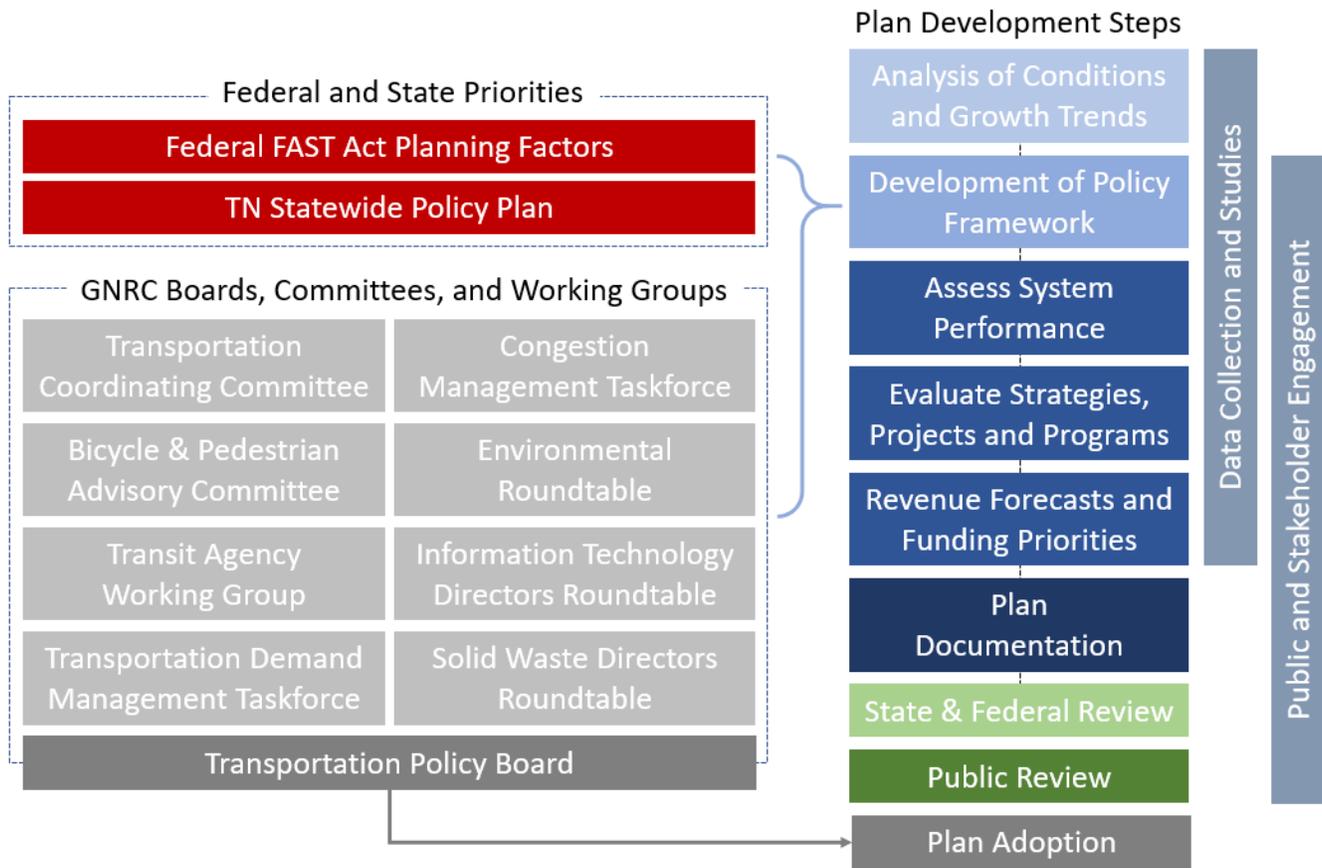
GNRC collaborates with a host of federal on matters related to transportation including the Environmental Protection Agency, Department of Health and Human Services, Department of Commerce Economic Development Administration, Department of Housing and Urban Development, and the Army Corps of Engineers. The Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation both serve as non-voting members of the Transportation Policy Board and serve as the lead agencies to represent the federal government in the metropolitan planning process.

The **Federal Highway Administration** (FHWA) administers all federal-aid highway monies available for highway planning and implementation pursuant to the provisions of Title 23, United States Code. The FHWA Tennessee Division Office in Nashville is responsible for monitoring the expenditure of Federal-aid highway monies in Tennessee, including all highway planning, programming and implementation activities.

The **Federal Transit Administration** (FTA) administers all federal-aid monies available through grant allocation for public transportation planning, capital improvement, demonstration and operations pursuant to the provisions of Title 49, United States Code. The FTA Region IV Office in Atlanta is responsible for issuing federal transit regulations and guidelines for use by grant recipient agencies and public transportation agencies, monitoring public transportation planning and demonstration projects, and exercising fiscal controls.

Metropolitan Planning Process

The metropolitan area transportation planning required by the federal government is complex, data intensive, and built upon a foundation of continuous public and stakeholder engagement. In updating the Regional Transportation Plan for the Nashville metropolitan planning area, GNRC followed a process that included several analytical steps that incorporated national, state, and local priorities through ongoing collaboration among key stakeholders and input from members of the general public.



The *Transportation Planning Prospectus* provides more information about the Transportation Policy Board and an overview of how transportation planning is carried out across the seven-county region. The document can be found online at GNRC.org.

Related Plans, Programs, and Public Policy Documents

Tennessee Long Range Transportation Policy Plan

TDOT's Long-Range Transportation Plan (LRTP) is an important document for the Department and its stakeholders, as the Plan allows TDOT to make key long-term funding and policy decisions about transportation investments throughout Tennessee, today and in the future. The LRTP brings together the needs for all modes of transportation, including rail, transit, ports and waterways, aviation, pedestrians and bicycles in addition to highways.

Tennessee State Transportation Improvement Program

As part of the federal requirements for transportation planning, TDOT develops a 4-year short-term improvement program called the Statewide Transportation Improvement Program or STIP. To develop the STIP, TDOT works directly with the Rural Planning Organizations (RPOs) and MPOs throughout the state to determine project needs. For metropolitan areas, the state participates in the metropolitan planning process to ensure the inclusion of state

projects in the appropriate MPO Transportation Improvement Program. All federally-funded and regionally significant projects in the metropolitan area must be programmed in the TIP prior to implementation. Upon adoption by the Transportation Policy Board, the TIP for the Nashville metropolitan planning area is included in TDOT Statewide Transportation Improvement Program (STIP).

TDOT Three-Year Work Program

The TDOT three-year work program is an integral part of the State of Tennessee budget presented each year by the Governor and approved by the Tennessee General Assembly. The first year of the work program provides a list of projects and funding programs to be implemented with revenues appropriated by the state legislature, while the second and third years are presented for illustrative purposes only. Projects in the three-year work program slated for federal funding must also be included in the STIP, and the corresponding TIP should the project be located within an MPO area.

Tennessee Strategic Highway Safety Plan

The Strategic Highway Safety Plan (SHSP) guides spending priorities for infrastructure improvements in the state around roadway safety, including utilization of funding sources such as Highway Safety Improvement Program funds. The plan also includes priorities for non-infrastructure spending such as promoting seat belt usage, discouraging distractive driving and reminding motorists not to drink and drive.

Coordinated Human Services Transportation Plan

The Coordinated Human Services Transportation Plan (CHSTP) documents local coordination on the funding and delivery of public transit services aimed at persons with disabilities, older adults, and low-income individuals. The plan sets a regional policy framework and provides a process to evaluate and award federal funds targeted at services that enhance mobility for the traditionally underserved.

Regional ITS Architecture

GNRC works with federal, state, and local agencies develop a regional Intelligent Transportation Systems (ITS) architecture and deployment plan to ensure that we build a transportation network that incorporates technology and communications systems that work across modes of travel and political jurisdictional boundaries. ITS projects include traffic control systems, camera systems to monitor traffic flow, traffic operations centers, electronic signage and messaging systems, among others. ITS supports emergency response, law enforcement, freight movement, and the communication of roadway information to the traveling public.

Congestion Management Process

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.

Local and Regional Public Transit Plans

The regional transit plan of WeGo Public Transit, known as *nMotion*, was adopted in August 2016. The *nMotion* process outlined a 20-year comprehensive plan designed to meet the Nashville area's needs for transit. The plan presents an evaluation of the existing transit system and identifies opportunities to improve service, attract and retain new riders, and meet the growing needs of the Nashville area through investment in a program of projects derived from the regional transit vision that was adopted by the Transportation Policy Board as part of the Regional Transportation Plan in 2010.

The RTP also presents recommendations from local transit plans of the Franklin Transit Authority and the Murfreesboro Rover, and its development is coordinated with the federally-required Coordinated Human Service Transportation Plan for the region. That plan, adopted in 2016, is responsible for identifying a strategy for coordinating the various federal grant programs aimed at provided transportation services to the elderly, disabled, and low-income.

Local Land Use Policies and Comprehensive Plans

Nearly every municipality and county government in Middle Tennessee has its own comprehensive plan to help manage local resources and to prepare for future growth. These plans set land use policies and identify strategies to address needs for schools, parks, water and sewer, as well as transportation. Local transportation priorities are usually identified in the transportation element of these comprehensive plans, or as part of a separate local major thoroughfare plan. The development of the regional transportation plan pulls from these plans to unify the region’s most important transportation priorities for federal funding into one document.

County	Planning Document
Davidson	<ul style="list-style-type: none"> • Metro Nashville Transportation Plan (2020) • NashvilleNext General Plan • WalkNBike Nashville • nMotion Public Transit Plan • Belle Meade Zoning Code • Goodlettsville Land Use Plan • Ridgetop Future Land Use Plan
Maury	<ul style="list-style-type: none"> • Maury County Comprehensive Plan • Connect Columbia Comprehensive Plan
Robertson	<ul style="list-style-type: none"> • Coopertown Land Use and Transportation Plan • Robertson County Comprehensive Plan • Greenbrier Land Use Plan • Millersville Future Land Use Plan • Millersville Zoning Ordinance • Portland Future Land Use Plan • Ridgetop Future Land Use Plan • Robertson County Zoning Ordinance • Springfield Recommended Growth Plan • White House Comprehensive Plan
Rutherford	<ul style="list-style-type: none"> • Rutherford County Comprehensive Land Use Plan • Murfreesboro 2035 Comprehensive Plan • Town of Smyrna Comprehensive Plan • City of LaVergne Zoning • Eagleville Zoning Ordinance
Sumner	<ul style="list-style-type: none"> • 2035 Comprehensive Plan: Sumner County's Blueprint to the Future • Gallatin on the Move Comprehensive Plan (PlanGallatin) • Goodlettsville Land Use Plan • Hendersonville Land Use and Transportation Plan • Long Hollow Pike-Station Camp Plan • Millersville Future Land Use Plan • Millersville Zoning Ordinance • Portland Future Land Use Plan • Westmoreland Future Land Use Plan • White House Comprehensive Plan

Williamson	<ul style="list-style-type: none"> • Brentwood Long Range Transportation Plan • Brentwood Zoning Ordinance • Brentwood Comprehensive Plan • Comprehensive Plan for Thompson's Station • Fairview Long-range Growth and Land Use Plan • Franklin Land Use Plan • Nolensville Land Use Plan • Nolensville Comprehensive Plan • Spring Hill Future Land Use Plan • Spring Hill Comprehensive Plan • Thompson's Station Major Thoroughfare Plan • Williamson County Comprehensive Land Use Plan • Williamson County Major Thoroughfare Plan
Wilson	<ul style="list-style-type: none"> • Lebanon Future Land Use Plan • Lebanon Major Thoroughfare Plan • Lebanon Comprehensive Plan • Mt. Juliet Land Use and Transportation Plan • Mt. Juliet Multimodal Transportation Plan • Wilson County Gateway Land Use Master Plan

2.2 Stakeholder Coordination

Expert Committees and Roundtables

GNRC's network of committees and roundtables brings together industry professionals, public-sector practitioners, and local elected leaders around specific issues of regional interest. The roundtable structure provides opportunities for networking and a forum for collaboration and consultation to support the implementation of programs, plans, and policy initiatives.

Mayors Caucus

The Middle Tennessee Mayors Caucus was formed in 2009 in order to provide leadership on important issues facing a rapidly changing regional landscape. Transportation, and particularly the pursuit of a modern regional transit system, served as the early catalyst, but in its brief history the Caucus has served as an effective forum for building working relationships among mayors and has helped local governments support each other on issues ranging from flood recovery to state and federal legislative and policy priorities. The Caucus is open to nearly 70 city and county mayors from across Middle Tennessee.

Transportation Coordinating Committee

The Transportation Coordinating Committee (TCC) is the lead advisory committee to the Transportation Policy Board. The TCC is responsible for assisting GNRC planning staff with preparing and reviewing data, analyzing trends, and developing recommendations for the Transportation Policy Board. In addition, TCC members often take an active role in coordinating the implementation of transportation improvements within their respective jurisdictions. The committee consists of the administrative and technical leadership of member jurisdictions and agencies including local planning and public works departments, public transit agencies, public health departments, the Tennessee Department of Transportation, the Tennessee Department of Environment and Conservation, the Federal Highway Administration, and the Federal Transit Administration.

Bicycle and Pedestrian Advisory Committee

This advisory group, also known as the BPAC, guides the region's bicycle and pedestrian planning efforts and helps to evaluate proposed transportation projects to ensure that they are scoped to accommodate all modes of transportation. In addition, the committee plays a key role in the project selection process associated with GNRC's Active Transportation Program which provides dedicated federal funding for the improvement of walking and bicycling conditions across the area. The BPAC consists of representatives from local governments, state agencies, non-profit organizations, local bicycle clubs, and local law enforcement.

Freight Advisory Committee

This advisory group guides the regional freight planning efforts. The primary responsibility of the committee is to help public-sector policymakers, planners, and engineers better understand of the complexities associated with freight movement to more effectively target public investment in the transportation infrastructure. The committee includes experts from the following sectors and industries.

- Trucking companies
- Rail transport companies
- Airports and aviation businesses
- Municipal and county planning and engineering departments
- Academia
- Large manufacturers and warehouses
- Federal and State planning and environmental agencies
- Law enforcement agencies

Congestion Management Taskforce

GNRC hosted regular meetings with local, State, and federal partners to update the region's federally-required Congestion Management Process (CMP). Participants included staff from GNRC, FHWA, TDOT, and WeGo Public Transit who gathered to brainstorm performance measures, datasets and analytical methods, and strategies for managing regional traffic congestion.

Transportation Demand Management Taskforce

GNRC coordinated with local governments, TDOT, WeGO Public Transit, The TMA Group, the Transit Alliance of Middle Tennessee, the Nashville Downtown Partnership, Nashville Connector, Vanderbilt University and other interested parties to develop a shared understanding of the current and potential role of transportation demand management strategies to help improve regional mobility.

Public Transit Working Group

This advisory group guides the regional transit planning efforts. It is comprised of representatives from each of the fixed-route public transit agencies operating within the planning area including WeGo Public Transit, Franklin Transit Authority, Murfreesboro Rover, and the Mid-Cumberland Human Resource Agency.

Environmental Roundtable

The Environmental Roundtable convenes local experts, practitioners, and advocates from non-profit organizations and State and federal public agencies to collaborate on issues and challenges related to the environmental quality of Middle Tennessee. The group was established by GNRC in 2020 to assist in a major update to the regional transportation plan and to help establish the Council's first regional strategy for the preservation and conservation of natural and socio-cultural resources.

Information Technology Directors Roundtable

The Information Technology Directors Roundtable convenes chief information officers (CIOs) and information technology (IT) directors from local jurisdictions and agencies to brainstorm on a variety of challenges related to rapidly changing technologies and information systems. The group works collaboratively to identify trends related to technology deployment and adoption, cyber-security, data sharing and management, and IT workforce skills. Together, they research best practices for the use of technology and information to improve a variety of community outcomes, most notably transportation and mobility. The Roundtable has been actively engaged in GNRC's recent Regional Smart Mobility Assessment and ITS Architecture update.

Solid Waste Directors Roundtable

This working group convenes solid waste directors, or their equivalent, from cities and counties across Middle Tennessee to brainstorm strategies for preparing local solid waste systems for the future. The Roundtable works together to assess trends related to growth and development, understand the ever-changing recycling markets and technologies, and monitor landfill capacity issues. Their research into area needs coupled with their review of national and global best practices are currently shaping recommendations for the state's first locally-driven regional-scale solid waste master plan. The group helps GNRC understand the nexus between solid waste and transportation issues.

Aging Advisory Committee

The Aging Advisory Committee advises GNRC as it fulfills its duties as the federally-recognized Area Agency on Aging and Disability, or AAAD, for Middle Tennessee. In this role, GNRC coordinates the prioritization and implementation of a range of social and legal services for older and disabled adults. The committee convenes local experts to formulate strategies and recommendations to address unmet community needs with available funding. Transportation is a key issue for the older adult population in Middle Tennessee as senior citizens strive to remain socially connected to the community and ensure continued access to healthcare.

Ad Hoc Study Committees

In addition to its standing committees, GNRC establishes ad hoc committees to provide guidance to the staff and consultant partners during the conduct of regional planning studies. Ad hoc committees typically include subject matter experts, local and state agency staff, local elected officials, and other regional public agency or non-profit partners.

Non-Profit Partners

GNRC has an ongoing partnership with each of the following non-profit organizations that help connect additional private-sector partners to the transportation planning process.

Nashville Area Chamber of Commerce

The Nashville Area Chamber of Commerce and GNRC co-produce an annual indicators report entitled, "Nashville Region's Vital Signs" to help draw attention to the area's strengths and weakness through ongoing tracking of various performance measures that relate to quality of life. The organization also helps GNRC coordinate with other chambers across the region to ensure that local businesses have a voice in the transportation planning process.

Nashville Civic Design Center

The Nashville Civic Design Center (NCDC) works with the GNRC on a variety of projects to integrate urban design considerations into the transportation planning process. Over the last several years, the NCDC has partnered with the University of Tennessee at Knoxville School of Architecture and Design to produce booklets that illustrate case studies, best practices, and student ideas for the implementation of transportation concepts.

Cumberland Region Tomorrow

Cumberland Region Tomorrow (CRT) was formed in 2000 to advocate for quality growth and to support local communities in their comprehensive planning efforts. Through its work, CRT brings people together to address the challenges and opportunities that come with growth and development in Middle Tennessee. Its mission is to foster communication, collaboration, and action as the region plans for long-term livability, economic vitality and sustainability.

Conexión Américas

Conexión Américas is uniquely qualified to orchestrate public engagement on transportation plans, programs, policies and projects as it has the staff and resources to connect with populations, especially local Latino communities, that would not be reached through traditional outreach and communications methods.

The TMA Group

The TMA Group works with local employers to promote transportation demand management strategies such as transit and ridesharing, telecommuting, flexible work schedules, among others. The organization also operates local bus service under contract to Franklin Transit Authority and the regional vanpool program under contract to the Regional Transportation Authority.

Transit Alliance of Middle Tennessee

Comprised of representatives from the business community, the Transit Alliance is a non-profit organization committed to communicating the value of regional mass transportation needs and options. The Alliance fosters education across the region about the economic value of mass transit investments.

Leadership Middle Tennessee

A leadership institute founded in 1999 to provide a regional perspective to a diverse array of public and private-sector community leaders. Through networking, collaboration, and strategic thinking, LMT develops regional leaders who can contribute to long-term solutions that sustain and balance the quality of life and economic growth across Middle Tennessee.

2.3 Public Involvement

Public involvement is an essential element of the Regional Transportation Plan. Community engagement ensures the planning process is responsive to the day to day needs and transportation challenges of Middle Tennesseans. GNRC regularly seeks input from:

- Members of the general public;
- Traditionally-underserved populations and communities of color;
- Non-profit organizations and advocacy groups focused on quality of life issues;
- State and local political leadership;
- Transportation and logistics companies including private transit operators;
- Local businesses and business associations including chambers of commerce;
- Real-estate developers and economic development officials;

These groups provide necessary input into the planning process. Specifically, GNRC engages the public in order to document:

- Levels of satisfaction with the condition and operation of existing transportation facilities and services,
- Local expectations for improving transportation infrastructure and services,
- Feedback on recommendations developed through studies and planning, and
- Comments on federally-required planning documents prior to their adoption.

Federal regulations (23 CFR 450.316) require the development of a formal public participation plan (PPP) to define the process for citizens to be engaged in the metropolitan transportation planning process. The PPP describes the opportunities available to members of the general public and other interested parties to participate in planning activities and decision-making process pertaining to the local expenditure of federal transportation grants.

The current version of the Public Participation Plan for the Nashville metropolitan planning area was adopted by the Transportation Policy Board in June 2019. The plan sets forth guidelines that will be followed by GNRC for public noticing, the conduct of public meetings, and the adoption of federally-required transportation plans and programs. Specifically, the adopted PPP serves to:

- Inform the general public and interested parties of their role in transportation planning and decisions.
- Identify opportunities for public participation in the development of transportation plans and programs.
- Provide explicit guidelines for public noticing, public meetings, and the adoption of plans and programs.
- Provide examples of strategies and techniques that can help ensure meaningful community engagement.
- Describe a process for evaluating and improving the public participation plan and outreach methods over time.

Website and Online Applications

The GNRC’s website at gnrc.org provides an overview of the Greater Nashville Regional Council, the MPO program, its responsibilities, staff contacts, policy board leadership, regional planning efforts, regional data and forecasts, meeting information, and items for public review and comment. The RTP website at www.solvehistogether.org is dedicated to the development of the Plan and contains news and videos, opportunities to participate in planning activities, and resources to explore.

Application	Description
Geographic Information Systems (GIS) Portal GNRC.org/Maps	Interactive maps of transportation system, population and growth forecasts, and other data used in the transportation planning process.
Data Dashboards GNRC.org/Dashboards	Interactive charts and tables showcasing analytics and trends from local, statewide, and national datasets.
Transportation Improvement Program TIP.NashvilleMPO.org	A web-based application that provides real-time programming information about projects scheduled over the short-term.
Regional Transportation Plan GNRC.org/RTP	A one-stop shop for information about the regional transportation plan including opportunities to be involved.

Social Media Channels

The GNRC uses social media platforms to engage community members in the planning process, gather feedback and provide information relevant to the region’s economic prosperity. The GNRC’s twitter account reaches more than 3,360 followers and its Facebook page nearly 1,500. Since 2010, the reach of the MPO’s social presence has expanded significantly making these platforms a vital part of the organization’s public engagement.

- [Twitter.com/TheGNRC](https://twitter.com/TheGNRC)
- [Facebook.com/TheGNRC](https://facebook.com/TheGNRC)
- [Instagram.com/TheGNRC](https://instagram.com/TheGNRC)
- [Linkedin.com/company/greater-nashville-regional-council/](https://linkedin.com/company/greater-nashville-regional-council/)

Mailing List and Email Alerts

GNRC maintains a list of interested parties who have indicated an interest in receiving news, announcements, and notices about its plans and programs including those related to the transportation planning process. Members of the public with an interest in joining the lists can do so by visiting GNRC, by emailing a request to comments@gnrc.org, or by indicating such on any public comment card made available at GNRC public meetings.

Regional Symposiums and Summits

The GNRC hosts a variety of public workshops, events, and working group meetings in support of the transportation planning process and products including planning studies identified in the adopted Unified Planning Work Program.

Public Opinion Surveys

GNRC conducts various telephone, mail, in-person, and web-based surveys to gather input from specific audiences or to measure general attitudes toward planning issues and concepts. While much of the survey research performed in support of planning studies is conducted with random-sampling to yield statistically-valid results, GNRC provides opportunities for anyone to share their opinions and attitudes about transportation and regional growth and development issues at GNRC.org.

Speaker's Bureau

GNRC staff members have been active over recent years providing presentations aimed at communicating proposed plans and programs as well as soliciting input through facilitated conversations. GNRC continues to receive presentation requests from local civic clubs, business and industry associations, non-profit organizations, and advocacy groups.

Transportation Planning Studies

GNRC administers a variety of regional and corridor level studies, each with significant opportunities for the general public and interested parties to participate in the development of recommendations. Planning studies are identified each year in the adopted Unified Planning Work Program. More information on these planning activities is available at <https://www.GNRC.org/transportation-studies>.

Solve This Together Community Engagement Campaign

On October 30, 2019, more than 200 leaders from across Middle Tennessee gathered at the Frist Art Museum to join forces in pursuit of solutions to the region's toughest transportation issues. Participants included elected officials, agency leaders from local, state, and federal level of government, business and corporate leaders, non-profit partners, and community advocates.

The event kicked off a 9-month community engagement process to develop a unified plan to address Middle Tennessee's transportation challenges. The new strategy will replace the plan adopted by area mayors and transportation officials in 2016. Following the event, GNRC launched a dedicated website at SolveThisTogether.org to serve as a central clearinghouse for information about transportation planning efforts.

Formal Meetings and Public Hearings

The Transportation Policy Board generally meets on the third Wednesday of each month to discuss regional transportation priorities and to oversee the development of regional transportation plans and programs. Certain

meetings of the TPB are designated as formal public hearings for the purposes of receiving public comments on the adoption or amendment to the Regional Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Plan. Public comments are accepted at all public meetings in one form or another. **Since March 2020, public meetings have been held online as a result of the COVID-19 pandemic and in accordance with the Executive Orders of Tennessee Governor Bill Lee.**

All meetings of the Transportation Policy Board are open to the public pursuant to the Tennessee Open Meetings Act (T.C.A. § 8-44-101, et seq). In addition, GNRC plans and related documents are presumed to be open for inspection in accordance with State law (T.C.A. § 10-7-501, et seq). Tennessee residents may request to inspect or to receive copies of public records by completing the records request form available at GNRC.org or by emailing publicrecords@gnrc.org.

More information about Transportation Policy Board meetings is available online at GNRC.org/Calendar.