

Nashville's Transportation Improvement Program

CHOOSE
HOW YOU
MOVE

Executive Summary
May 2024



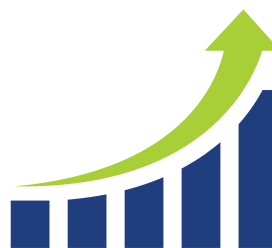
Scan Code for
Full Program



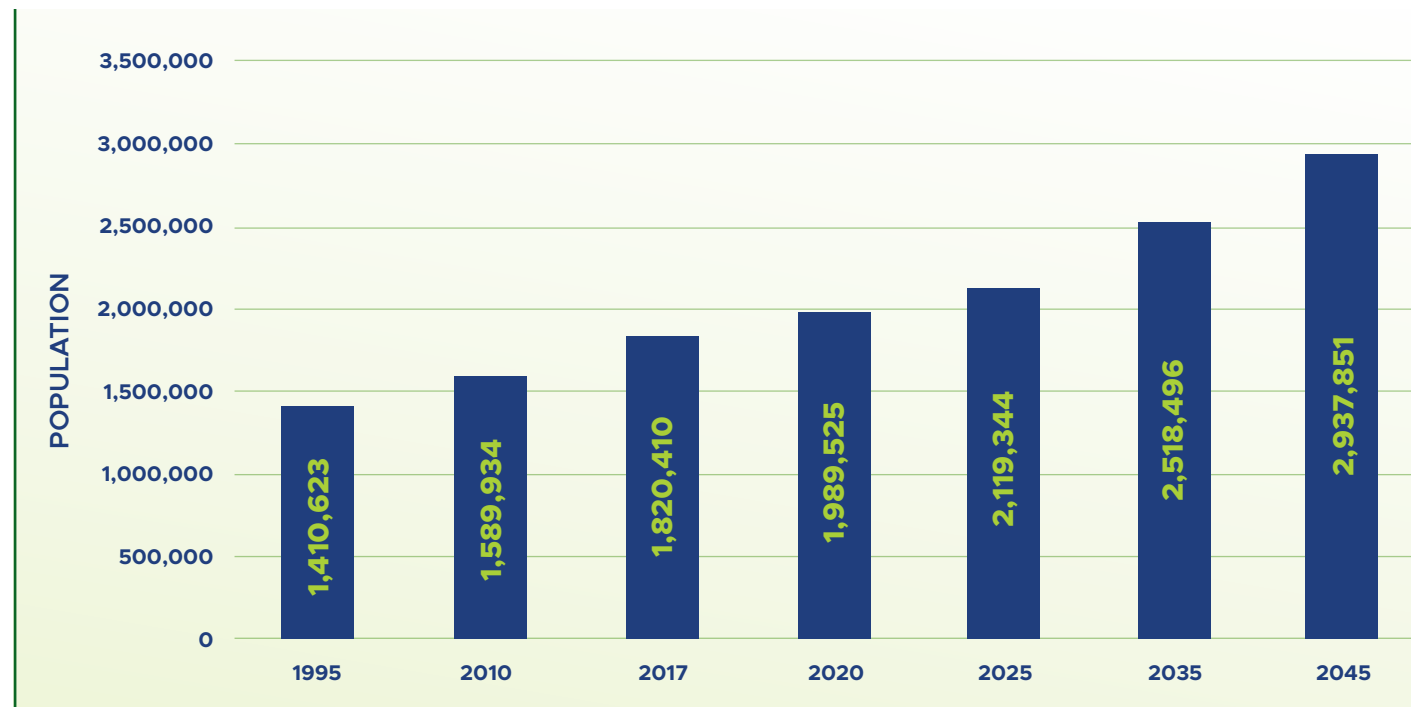
Nashville is a growing and changing city — and it’s our home. For more than a decade, Nashvillians have weighed in on transportation improvements that enhance safety, reduce travel times, provide more and better options for moving around the city, make it more affordable to live here, and add to Nashvillians’ overall quality of life. **Choose How You Move: An All-Access Pass to Sidewalks, Signals,**

Service, and Safety takes the ideas and plans generated by Nashvillians and turns them into a blueprint for action: a transportation improvement program to address our transportation needs today and into the future. It’s a program that provides something for all users: more walkability, smarter traffic signals and management, 24/7/365 transit service, and much-needed safety improvements for everyone.

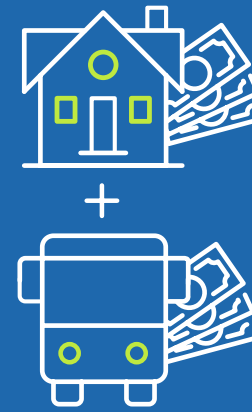
Why Now?



More Growth — The Nashville area will be home to three million people in the next 20 years, putting more demand on aging infrastructure without enough in our county’s budget to keep up with the need. It’s increasingly difficult for drivers, transit riders, bicyclists, and pedestrians to move around Nashville. We have one of the toughest commutes in the country, and pedestrian fatalities have risen sharply. We need a new strategy forward — and, in *Imagine Nashville*, 90% of respondents agreed that investing in city-wide mobility infrastructure is an important priority for the future.



Source: Greater Nashville Regional Council Growth Projections for Nashville Metro Area



Housing Plus Transportation Costs

Housing and transportation costs in Nashville are growing, especially for renters. As residents move farther outside Nashville in search of less expensive housing, they face increasing transportation costs. High housing and transportation costs are not the Nashville we know and love, nor the Nashville that can grow equitably for all.

44%

of income spent on housing and transportation costs for Nashville households with the regional median income.

54%

of income spent on housing and transportation costs for Nashville households with 80% of the regional median income.

20%

of income spent on transportation for Nashville households with the regional median income.

24%

of income spent on transportation for Nashville households with 80% of the regional median income.

Source: Center for Neighborhood and Technology’s Transportation Affordability Index

Less Affordability — Median home prices in Nashville have increased 62% in the past five years, and average rents increased 71% between 2020 and 2022. Combined housing and transportation costs are not only higher than the national average, but the cost of transportation in Nashville is now almost equal to the cost of housing. This pattern is causing more Nashvillians to move outside of the city to find cheaper housing, which only increases their transportation costs. The extreme cost of just getting around doesn’t preserve the Nashville we know and love, nor the Nashville that can grow equitably for all.

Our city has made tremendous strides in many ways despite not having dedicated

transportation funding, but given our extreme population growth, it’s one of the single biggest reasons we’ve outgrown our infrastructure. Only four cities in the top 50 US metro areas lack dedicated transit funding — Nashville is one of them. If Nashville wants to remain livable, affordable, and competitive with other North American growth cities, we need additional funding to address decades of underinvestment in transportation.

We need to solve our transportation problems now before we add another 800,000+ residents and our problems only get worse.

Nashville, this is our time.

A Better Way Forward — Our Transportation Improvement Program (TIP)

Choose How You Move: Nashville's TIP

acts on the last decade of transportation planning in Nashville and will allow the city to make transportation better for everyone. It will reduce the stress of getting to work on time, keep our economy going with a wider variety of reliable transportation options, and allow more people to be home for dinner or their child's soccer game. The program of investments in this TIP supercharges all the other transportation-

related work underway to help Nashvillians move around every day. We're still running transit, building and repairing sidewalks, and resurfacing streets. Our daily work doesn't end with the TIP – it will happen in addition to what's laid out in this program. The TIP allows us to catch up on our transportation to-do list in a big way, to make our existing funding go further, so we can scale up and make transformational improvements happen.

Nashvillians Asked, We Answered

We've collected more than 66,000 pieces of community input in over 70 plans and studies in the last decade. This TIP represents what Nashvillians told us again and again is needed for our community.



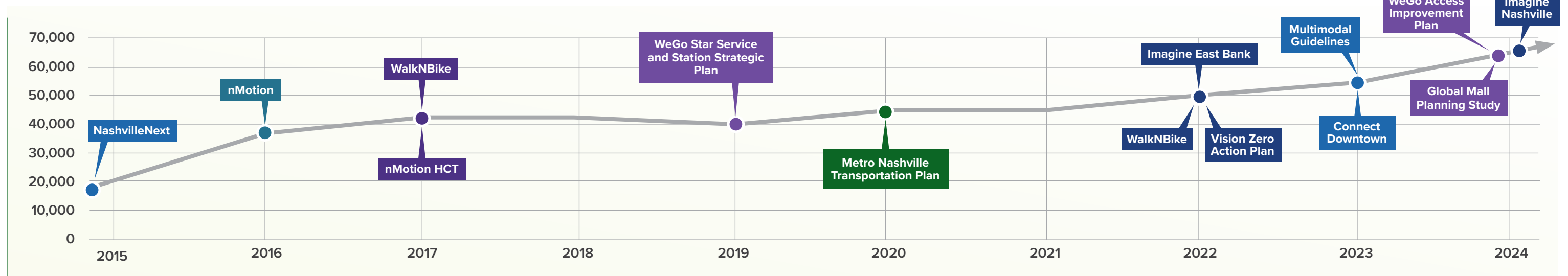
IMPROVE Act – In 2017, the Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy (IMPROVE) Act was signed into state law in Tennessee. Described as the largest tax cut in Tennessee history, the IMPROVE Act cut three taxes, offered property tax relief, and allows local governments like Nashville to generate new revenue specifically for transit if an official TIP document is approved by voters in a referendum. **Choose How You Move: Nashville's Transportation Improvement Program** is that document. This is an opportunity for Nashville voters to approve a half-cent sales tax, which is less than the amount enabled under state law, to provide a dedicated source of funding for our transportation improvements.

The TIP is a coordinated set of investments to make Nashville safer, more connected, more affordable, and deliver a rapid and reliable transportation system. The TIP proposes investments that embody the basic building blocks of our city: **Sidewalks, Signals, Service, & Safety**.

	Sidewalks	Signals	Service	Safety
Sidewalks, Signals, Streets, & Safety	•	•		•
All-Access Corridors	•	•	•	•
WeGo Essentials			•	•
WeGo Service Enhancers			•	
Places for Everyone			•	•
Innovation & Technology			•	•

TIP Investment Categories

Stakeholder Engagement Timeline



Sidewalks, Signals, Streets & Safety

Enhancements to and expansion of the essential infrastructure that supports Nashville's transportation network, upgrading the fundamentals for moving safely and efficiently around Nashville on foot, by bike, in a car, or on a bus.

Components: Sidewalks, Traffic Signals, Intersections, and Streets.

Once implemented, Nashvillians will have:



86 miles of sidewalks installed or upgraded that help to complete the priority sidewalk network



Safety improvements at 35 High Injury Intersections identified in the Vision Zero Action Plan



Buses and traffic signals that work together to keep us all moving

All-Access Corridors

Upgrades to Nashville's most heavily traveled pikes and roadways will be able to support higher frequency transit, more reliable vehicle travel, and increased safety for all road users.

Components: Transit-Only Lanes, Upgrades for All Users no Matter How They Choose to Move.

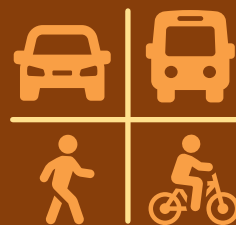
Once implemented, Nashvillians will have:



54 miles of high-capacity transit corridors, including some bus rapid transit routes



Transit trips that save us time during peak traffic



Better service for all of us, whether we drive or ride, use bikeways or sidewalks

WeGo Essentials

Improvements to the basic facilities needed to run a reliable, efficient, and comfortable transit system.

Components: Bus Stops, Transit Centers, Transit Vehicle Maintenance and Storage Facilities, Fleet, and Park and Ride Facilities.

Once implemented, Nashvillians will have:



Up to 3,780 new transit center-adjacent parking spaces



64% of bus stop improvements in historically underrepresented communities*



12 strategically located transit centers

**Source: Council on Environmental Quality's Justice40 Screening*

WeGo Service Enhancers

Improvements to transit service through increased frequency, shorter waiting times, and later service hours, with new routes that will connect more destinations more efficiently.

Components: Frequent Service, Local Service, Crosstown and Connector Routes, Express Routes, Regional Connections, Star Upgrades, Fare Subsidies, and WeGo Access.

Once implemented, Nashvillians will have:



A system that never sleeps, delivering strategically deployed routes to connect Nashville 24/7



80% increase in total bus service hours



Decreased wait times for high ridership routes

Places for Everyone

Acquisition of land near transit centers for future development that helps Nashvillians stay local.

Components: Land Purchases for Future Equitable Development and Use.

Once implemented, Nashvillians will have:



More affordable housing, delivered right next to multimodal transit centers



50% increase in walkable neighborhoods*



Reduced housing and transportation costs, which today total an average of \$2,500 each month*

*Source: Center for Neighborhood and Technology's Transportation Affordability Index

Innovation & Technology

Use of technology to enhance transportation access, safety, and usability.

Components: WeGo Link, Fare System Enhancements, Real-Time Safety and Security Systems, and Fiber-Optic Signal Enhancements.

Once implemented, Nashvillians will have:



A transit app that works seamlessly with 3rd party transportation providers



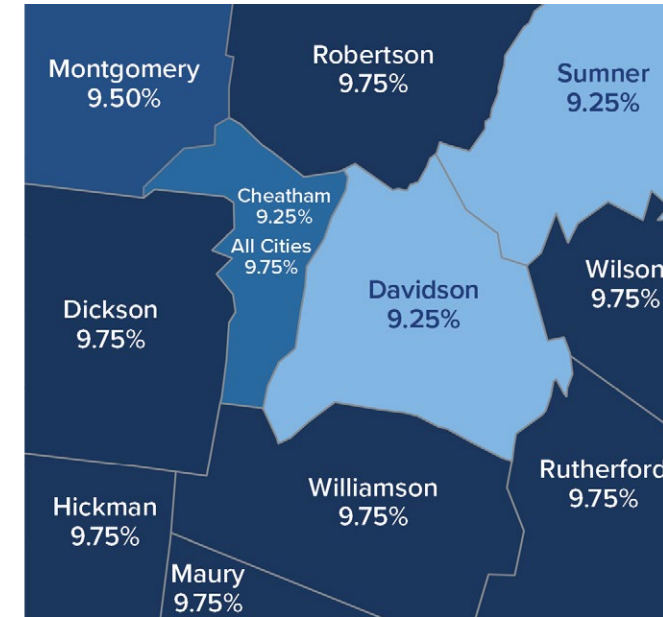
Real time WeGo Access reservations



A Traffic Management Center that can coordinate traffic signals and reduce traffic bottlenecks

How Do We Get There?

We are asking Nashville voters to consider a half-cent sales tax on the November 5, 2024, ballot.



Sales Tax Rates for Davidson and Surrounding Counties

With its unique attractions and national leadership role in music, sports, and technology, Davidson County estimates that more than 60% of its sales tax is paid by nonresidents who also benefit from our transit and transportation services. The sales tax surcharge presents an opportunity to leverage the power of our tourism economy to pay for most of the investments we propose to make here in Nashville.



Existing Funding Model
Metro General Funds

Proposed Funding Model
New Half-Cent Sales Tax

Metro Nashville property owners only
100% [Residents, Businesses]

Who Pays?

Any consumer that purchases goods in Metro Nashville
~40% [Residents, Businesses]
~60% [Tourists, Commuters]

The sales tax surcharge – funded mostly by visitors, not residents – will provide over \$150 million per year in new local revenue for transportation. Combined with federal formula funds, federal competitive grants, state funding, transit fares, and other agency revenue, this proposed TIP would be fully funded.

The Majority of Sales Tax Revenue is Collected from Tourists and Non-Residents



Sales Tax Surcharge

If approved by voters, a household with a median income of \$70,000 would pay an estimated additional \$70 per year, which equates to less than 20 cents per day.

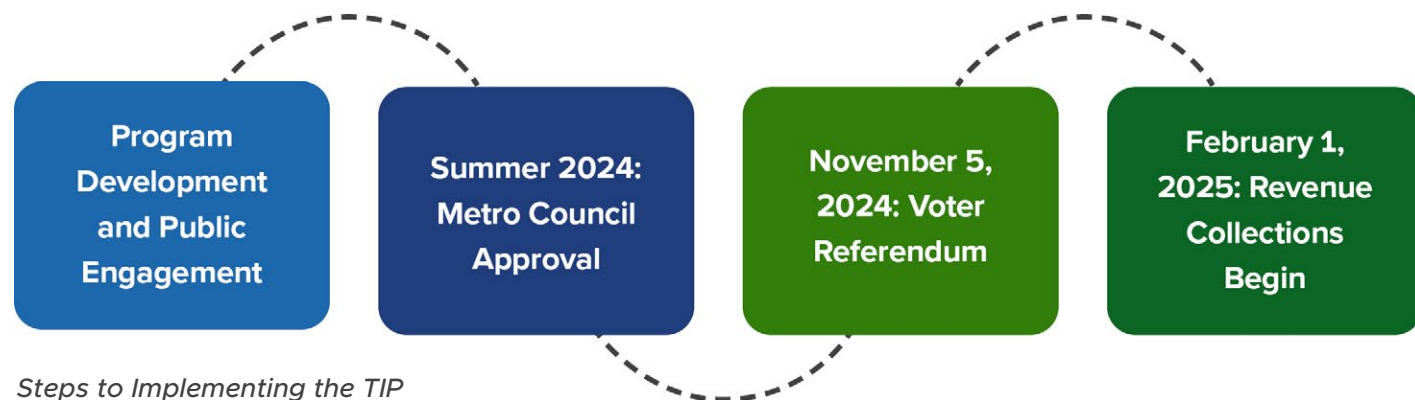
The sales tax surcharge presents an opportunity to share the cost of transportation improvements between people who live here and those who don't. With the addition of a dedicated sales tax surcharge, everyone who uses the system contributes, including our visitors.



\$0.42
+
\$0.30
+
\$0.28
=
\$1.00

Tourists and Commuters Sales Tax Surcharge
NEW Federal, State, and Fare Revenue
Nashville Residents Sales Tax Surcharge
Total Program Funding

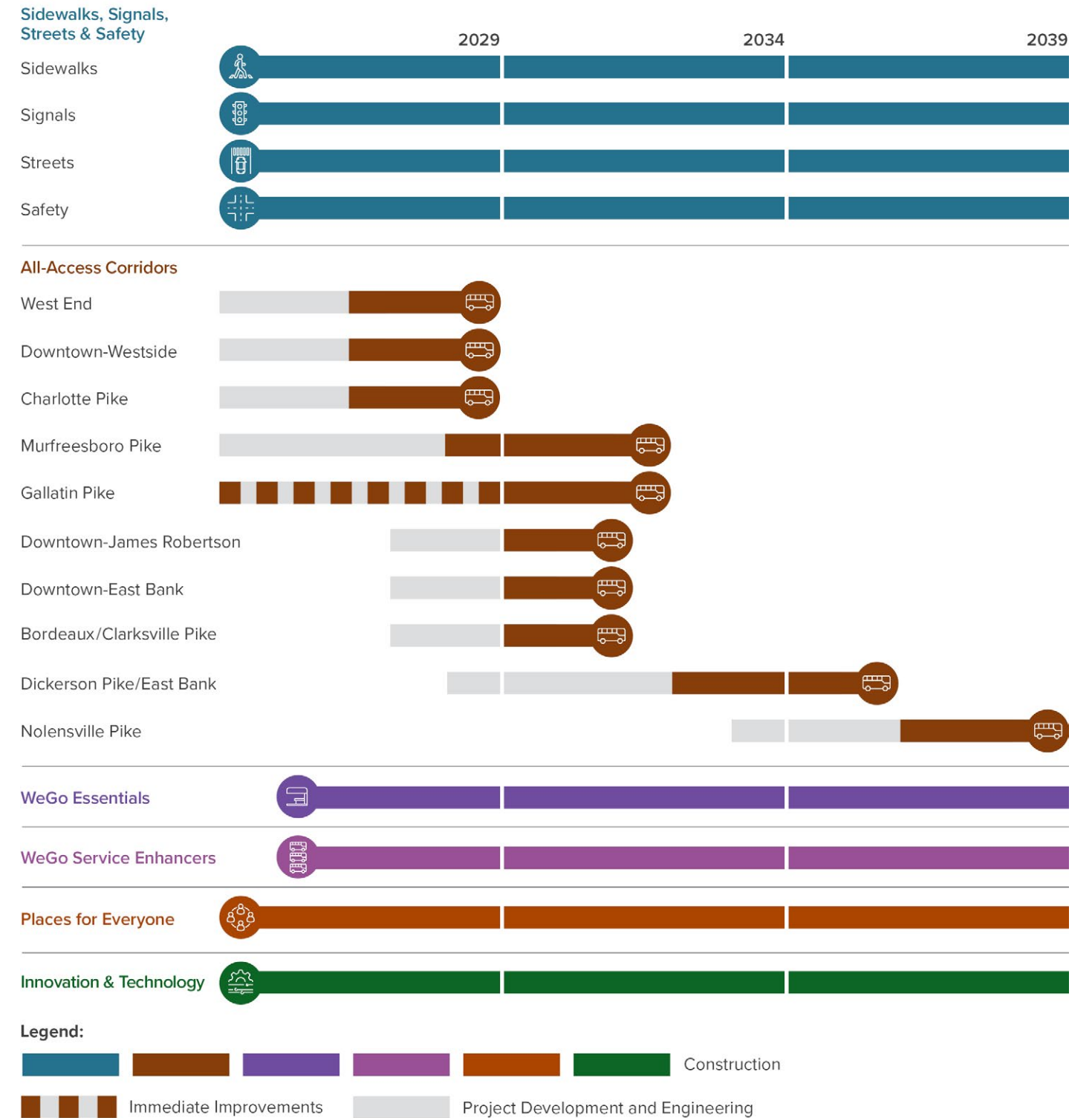
Return on Investment for Nashville Residents



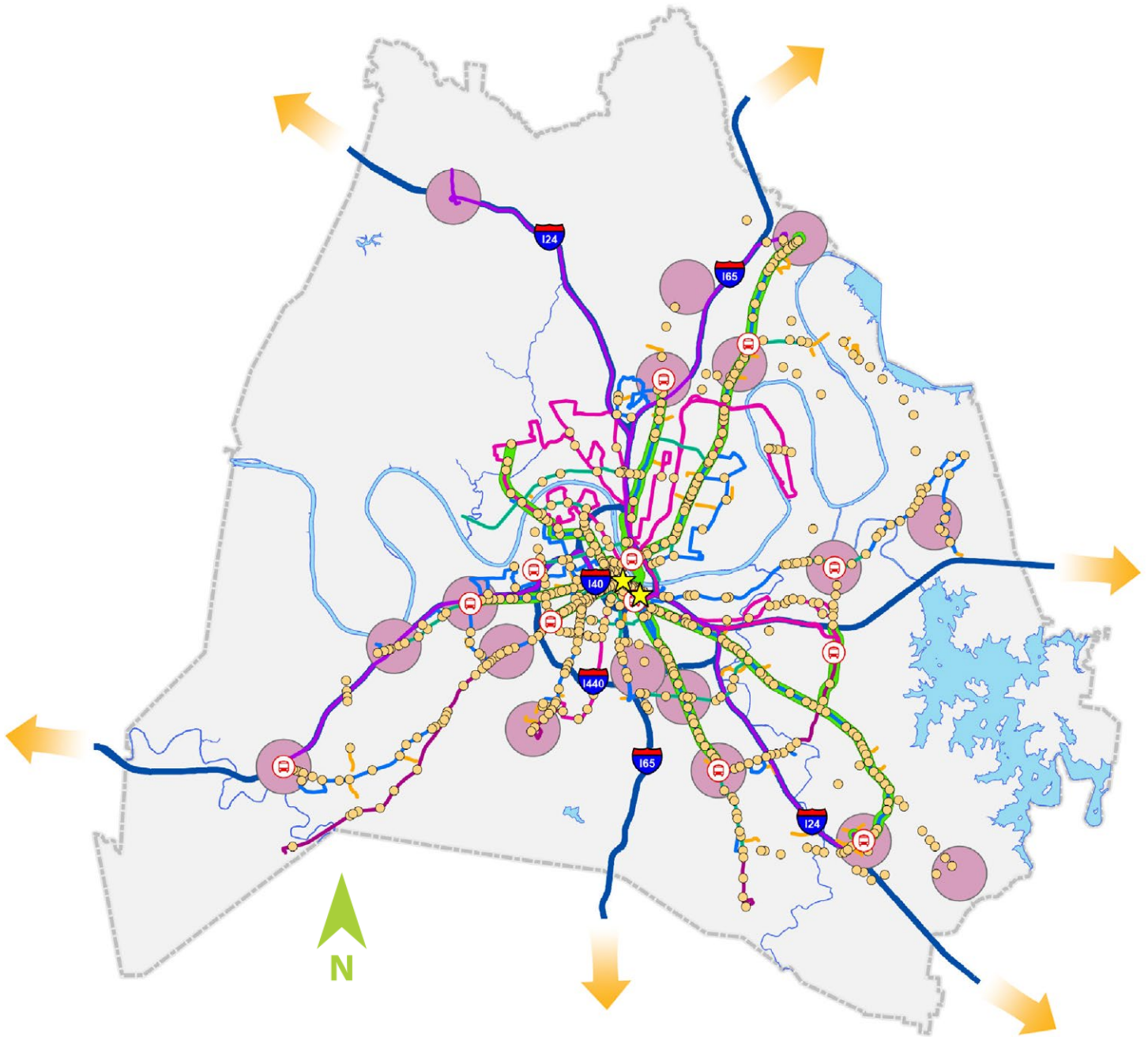
Steps to Implementing the TIP

What Will We See First?




If the sales tax surcharge is approved by voters on November 5, 2024, **revenue collections could begin on February 1, 2025**. Projects in the TIP are proposed to be implemented as follows, acknowledging that projects may shift due to changing conditions over the 15-year life of the program.



Conceptual Implementation Schedule



LEGEND

- All-Access Corridors
- Choose How You Move Sidewalks
- Complete Streets
- Frequent Network
- Local Service
- New Service
- Express Service
- Signals
-  Transit Center
-  Traffic Management Center
-  Park and Ride Locations



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