



m[➔]oving forward
mobility solutions for our region

**ANNUAL
REPORT
2022 - 2023**



Letter from the Moving Forward Chair

On behalf of Moving Forward, thank you for taking the time to explore this annual snapshot of the Middle Tennessee region's progress toward greater transportation options and mobility solutions.

Moving Forward is a volunteer-led initiative, launched in 2015, that provides business leaders a voice and opportunity to engage in critical transportation issues and advocate for regional mobility solutions in Middle Tennessee, including the desperate need for dedicated funding for transit.

We would like to emphasize to all candidates running for Metro Nashville offices the importance of dedicated revenue streams for critical transit and mobility investments. Middle Tennessee continues to experience significant economic growth, and ensuring the opportunity for all Middle Tennesseans to prosper from this growth is vital for the future success of our region. Davidson County alone is projected to grow by over 21% from 2020 to 2045. It is imperative that annual funding at least keep pace with growth to adequately meet the mobility challenges of a growing city - providing access to jobs and education for all Nashvillians. Investment in transit and transportation that provides access for all Middle Tennesseans to get to jobs, education and amenities will help the region and its residents grow stronger and retain our wonderful quality of life.

The funding is also needed because, as we have noted previously, research by Transportation for America has shown that cities that invest in transit during and emerging from recessions experience larger and more equitable recovery. Our entire community benefits when we invest in transit, and all Nashvillians can have access to affordable, convenient, dependable transit. This calls for greater funding for transit with a commitment to equitable investment.

As we continue this conversation, diversity of thought and voice is valued by Moving Forward as discussions around regional transit success continue. We encourage you to become engaged in the conversation around transit and mobility options for all. Join Moving Forward's efforts by signing up at www.movingforwardmidtn.com.

Sincerely,



Ashley Northington,
Moving Forward Chair

Moving Forward is dedicated to advocating for regional mobility solutions that work for Middle Tennesseans. Through a cohesive community effort, Moving Forward empowers business, community, and transit thought leaders to engage in the critical transportation issues facing Middle Tennessee by reviewing the region's progress toward greater transportation options and identifying mobility, and specifically transit, solutions for the region.

Moving Forward is governed by a coordinating committee with two issue-specific task forces, each of which are led by business leaders. Moving Forward engages in conversations with elected officials and the public sector – The Tennessee Department of Transportation (TDOT), the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), the Greater Nashville Regional Council (GNRC), WeGo (the Metropolitan Transit Authority), and mayors throughout Middle Tennessee – to advocate for regional mobility solutions and dedicated funding for transit. Moving Forward works to bring business and community insight and innovation to the conversation. Middle Tennessee residents interested in participating in Moving Forward should visit movingforwardmidtn.com.

Founded in August 2015, Moving Forward refocused its goals and vision in 2019, with the following values and goals at the core of its mission.

MOVING FORWARD'S VALUES:

Accountability, Collaboration, Equity, Regionalism & Urgency.

MOVING FORWARD'S GOALS:

- ➔ **Facilitate a regional approach to improve mobility.**
- ➔ **Update the Nashville Area MPO 2045 regional transportation plan in 2021. Update the WeGo strategic plan (nMotion) in 2022.**
- ➔ **Advocate for near-term projects to improve mobility that move Middle Tennessee towards a robust, regional, multimodal transportation system.**
- ➔ **Advocate for and secure dedicated funding for transit and mobility in the region in the next Metro Nashville mayoral term (2023-2027).**
- ➔ **Begin construction on the first phase of the WeGo strategic plan in the region by 2026.**

MOVING FORWARD **COORDINATING COMMITTEE:**



Ashley Northington,
RW Jones Agency,
Chair



Al Pramuk,
Gresham Smith,
Chair of Mobility Policy Task Force



Dr. Curtis Johnson,
Tennessee State University,
Vice Chair of Mobility Policy Task Force



Erin Hafkenschiel,
Think Tennessee,
Chair of Mobility Plans Task Force



Jack Gaughan,
RE/MAX Choice Properties,
Vice Chair of Mobility Plans Task Force

MOVING FORWARD **TASK FORCES**

➔ **Mobility Policy Task Force:**

Creates original research and input to guide policy; responds to legislative or administrative action; ensures volunteers are aware of policy issues at the federal, metro and state level.

➔ **Mobility Plans Task Force:**

Provides the business perspective to the region's plans and projects; creates opportunities to provide project/topic specific information to business and community leaders; aids business and community leaders in amplifying mobility messages throughout the community.

MOVING FORWARD **ENGAGEMENT:**

➔ **Moving Forward Mayoral Forum**

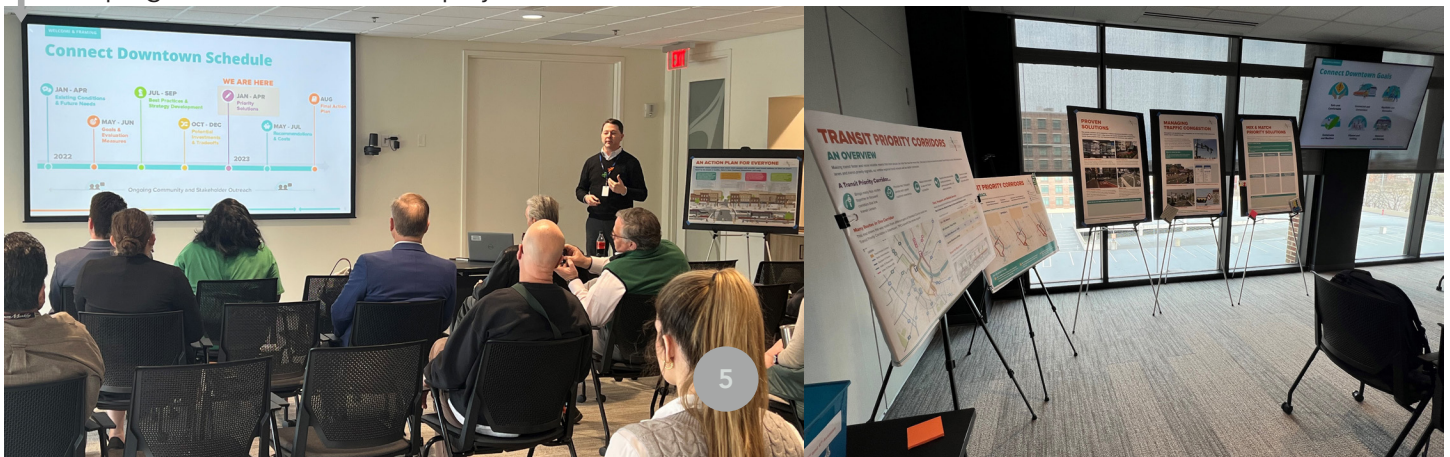
Moving Forward, along with media partner the Nashville Scene, hosted a Mayoral Forum on July 11, 2023, focused on the rising transportation issues in Nashville-Davidson County. This Mayoral Forum was in partnership with Cumberland Region Tomorrow, Nashville Area Chamber of Commerce, Transit Alliance of Middle Tennessee, Urban League of Middle Tennessee, Vanderbilt University's Office of Transportation & Mobility, and Walk Bike Nashville. A crowd of Davidson County residents heard from the mayoral candidates on where they stand on the improvement of transportation issues and the solutions they will focus on in their mayoral term, including their thoughts around dedicated funding for transit. Candidates Natisha Brooks, Heidi Campbell, Jim Gingrich, Sharon Hurt, Stephanie Johnson, Freddie O'Connell, Alice Rolli, Vivian Wilhoite, Jeff Yarbrow, and Matt Wiltshire participated in the Mayoral Forum.

Moving Forward would like to emphasize to all candidates running for Metro Nashville offices on the importance of dedicated revenue streams for transit. Moving Forward believes that investment in transit and transportation that provides access for all Middle Tennesseans to get to jobs, education and amenities will aid in our region's continued prosperity. The Middle Tennessee region is the only metropolitan area of its size in the country without a local, dedicated source of funding for transit, and it must start with Nashville-Davidson County's leadership.

The lack of dedicated funding for transit severely limits the region's ability to receive state and federal funding, which often requires a local match. Impacts of the Infrastructure Investment and Jobs Act and the Transportation Modernization Act could be transformational for transit and mobility needs across our country, and those areas which benefit most will be prepared by having project funds available from a dedicated source. To retain our quality of life, to ensure that our residents have access to jobs, education, as well as amenities, and to build a robust transit system—we must have dedicated funding for transit.

➔ **Connect Downtown Study**

Connect Downtown is a joint project of NDOT, WeGo, the Nashville Downtown Partnership and TDOT to improve mobility and address traffic congestion in the Nashville downtown core. The study and planning effort will identify projects, programs, and policies to help better manage Downtown's increasing congestion and make it easier for people to get around by all modes of transportation. The study is diving into traffic and curbside management strategies, transit improvements, walking and biking projects, and Vision Zero safety strategies. On March 8, 2023, Moving Forward in partnership with the Nashville Area Chamber of Commerce, hosted a Nashville Connect Downtown open house. This provided Moving Forward volunteers and Chamber members to engage with and provide feedback to the Connect Downtown planning team on its draft priority solutions. From May through July 2023, Connect Downtown has been sharing recommendations and costs, with a final action plan coming out in August 2023. To learn more about Connect Downtown, visit www.nashville.gov/departments/transportation/plans-and-programs/downtown-traffic-project.



→ Transportation Funding Success

Moving Forward releases an annual scorecard each January presenting what progress has occurred on its five mobility goals. This year's scorecard also called out transportation funding success across the country on the November 8, 2022 election. The Middle Tennessee region is the only metro region of its size in the country without a local, dedicated source of funding for transportation and transit projects. During the November 2022 election cycle, even more communities across the country supported dedicated funding streams for transit and transportation-related infrastructure. Thirty-seven public transportation measures were on the ballot in November 2022 and twenty-nine of those measures passed (80.56%). These approved measures combined provided \$82.2 billion in total revenue with \$12.4 billion of that specifically for transit revenue. Out of the twenty-nine approved ballot measures, fifteen were for sales tax, fourteen were property tax, three were bonds, and one was income tax.

(Source: APTA Center for Transportation Excellence)

Since November 2022, one more success story can be added to the path towards dedicated funding for transit. On May 2, 2023, Ostego County in Michigan approved levying 0.55 mills (property tax increase – 55 cents per \$1,000 of taxable property value) for the next five years to fund the Ostego County bus system. This ballot measure passed 65% to 31%. *(Source: APTA Center for Transportation Excellence)*

Dedicated funding for transportation and transit projects is continuing to grow across the country. Later this year on November 7, 2023, Perrysburg, Ohio voters will decide whether to renew a five year, 0.8-mill public transportation levy. On November 5, 2024, Columbus, Ohio voters will decide on a 0.5% sales tax increase that would help fund bus rapid transit lines through their LinkUS program – a plan to build new transit corridors and greatly expand the region's transportation options. *(Source: APTA Center for Transportation Excellence / Columbus Underground)*

→ Metro Nashville-Davidson County 2022 Transportation & Transit Accomplishments

For this analysis, Moving Forward considered projects listed in the "Initial Program (2021-2023)" in Nashville's Transportation Plan. The progress of highlighted projects is described below.

→ QuickTicket / Best Value Fare Capping Program - **Completed**

WeGo continues the implementation of QuickTicket, which allows riders across WeGo local, regional, and train services to pay using a single phone or smart card scan. This includes "day pass" and "monthly" fare capping, creating the best value for the transit rider. Over the past few years, WeGo has worked to install new fareboxes and smart media validators on all WeGo vehicles, provided reloadable cards to customers, deployed the QuickTicket mobile app and the software and hardware needed to power the system. The diversity of payment options has increased transit accessibility, even for those with no access to a mobile phone or bank account. Since WeGo's official launch in February 2022, following a soft launch and a year of beta testing, adoption has steadily increased. **In June 2023, QuickTicket/cashless was used on just over 55% of all passenger boardings.** This number will increase in the later part of 2023 as WeGo slowly discontinues the use of magnetic fare media. QuickTicket is currently not available for Access trips yet, but WeGo continues to work eliminating any barriers in accessing Nashville's transit system. Learn more about QuickTicket at quickett.net.

➔ **Better Bus Service Deployment - *Progress with Deliverables***

Developed from the nMotion and Nashville Transportation Plan, Better Bus works to improve existing bus service over a 5-year implementation timeline. Better Bus focuses on longer hours and more frequent service, new and improved connections, new transit centers and upgraded stops, and access improvements. In FY21, WeGo began implementing Better Bus by reallocating existing service resources in response to pandemic-related ridership shifts. In FY22, additional Better Bus improvements were implemented by leveraging American Rescue Plan (ARP) funding. Better Bus requires an increase of \$29.5 million in the annual operating budget, in addition to capital costs for fleet expansion, transit centers, and bus stop upgrades. **With the April 2023 service expansion, WeGo is at 108% of pre-pandemic levels. Ridership is currently in the 90% range, keeping in mind that ridership levels traditionally dip during the summer months due to holiday traveling and school being out of session. Evening and weekend ridership are above pre-pandemic levels, which is well above the national average of 60-70%.** WeGo continues to be conservative and defer any non-immediate initiatives to address the volatility of fuel costs and inflation.

➔ **Hillsboro Transit Center - *Completed***

The Hillsboro Transit Center opened on March 31, 2022. This first neighborhood transit center project in Nashville was in collaboration with Metro Nashville Public Schools (MNPS), the Tennessee Department of Transportation (TDOT), and the Nashville Department of Transportation and Multimodal Infrastructure (NDOT). The center is located adjacent to Hillsboro High School and includes covered bus bays, ticket vending machines, lighting improvements, real-time information, ADA infrastructure, a climate-controlled waiting room, exterior waiting areas, phone charging stations, and wi-fi. The development of the Hillsboro Transit Center included service from the #7 – Hillsboro Pike bus and an extension of the #17 – 12th Avenue S. bus, which previously terminated at Lipscomb University.

➔ **Dr. Ernest Rip Patton, Jr North Nashville Transit Center - *Progress Underway***

Construction began on the North Nashville Transit Center on November 10, 2022 after two minority- owned firms were chosen in September. WeGo staff identified and contracted with many small and minority-owned businesses on this project, including the public engagement consultant, construction administration team, and art curation team. As construction begins, WeGo will be seeking out artists to design and compose video graphics and a small mural that display the cultural fabric of the North Nashville community, depicting present iconic members and events, while forming a futuristic lens of hope, inclusion, and advancement. Current routes connected to the North Nashville Transit Center include #22 – Bordeaux, #42 – St. Cecilia/ Cumberland, #75 – Midtown, and #77 Thompson/Wedgewood. WeGo anticipates extending #9 – Metro Center to the transit center, and if funding is available, creating a new Trinity Lane crosstown.

➔ **Hickory Hollow Transit Center in Antioch - *Progress Underway***

In preliminary stages of development, WeGo was awarded a \$3.2 million congestion mitigation and air quality grant for the development and construction of the Hickory Hollow Transit Center. This is the first in a series of funding sources WeGo will seek out to build this center. Global Crossings would be an ideal location for a regional transit center. In addition to the center's location at the end of one of WeGo's busiest routes, the area includes the Southeast Community Center, the Nashville Public Library's Southeast Branch, the Ford Ice Center, and a campus of Nashville State Community College. Long term plans could include Vanderbilt University Medical Center healthcare facilities and other community needs such as after-school youth programming, childcare, and small business development opportunities.

➔ **WeGo Link / Mobility on Demand - *Progress with Deliverables***

The nMotion and Metro Nashville Transportation Plan recommended “Mobility on Demand” zones to provide on-demand feeder service through a partnership with Uber, connecting less densely developed neighborhoods to adjacent transit centers or stations along fixed-route transit service. Initially beginning with the Antioch zone, WeGo link expanded their first/last mile connection zones to Hermitage, South Nashville, and Goodlettsville, in addition to expanding the size of the Antioch zone.

➔ **Expansion of Bus Shelters - *Progress with Deliverables***

The Nashville Transportation Plan assigned \$16.4 million to bus stop and shelter improvements. In mid-July, WeGo celebrated its 250th bus shelter. **As of July 1, 2023, there are a total of 1,600 bus stops, with a third of them having the new WeGo signage.** The expansion of bus shelters and stops will be an ongoing process to meet needs as service expands.

➔ **Vision Zero Action Plan and Ongoing Safety Improvement - *Progress with Deliverables***

Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, increasing safety, equity, and mobility. Vision Zero provided a framework to guide Metro’s investment in traffic safety improvements over the next 5 years. The implementation plan is intended to be a living document that will be evaluated and updated annually to respond to fiscal changes, opportunities and challenges, and stakeholder feedback through the Vision Zero Task Force. During the development of the Vision Zero Action Plan, NDOT launched a new traffic calming project tracker that displays traffic calming applications on file and provides updates on projects previously selected.

➔ **Sidewalk Project Program - *Progress with Deliverables***

Released in February, the 2022 WalknBike Plan serves as a 3-year blueprint updating the 2017 plan and laying the foundation for expedited delivery of projects that are both needed and constructible. A key outcome of the 2022 WalknBike planning process is a list of projects that will guide NDOT and includes both simpler and more complex projects, enabling NDOT to advance design and right-of-way acquisition for more complicated projects while simultaneously completing construction-ready projects. Projects were prioritized based on four main factors: safety of people walking and biking; connectivity to existing networks; equity and the presence of vulnerable communities; and access to transit.

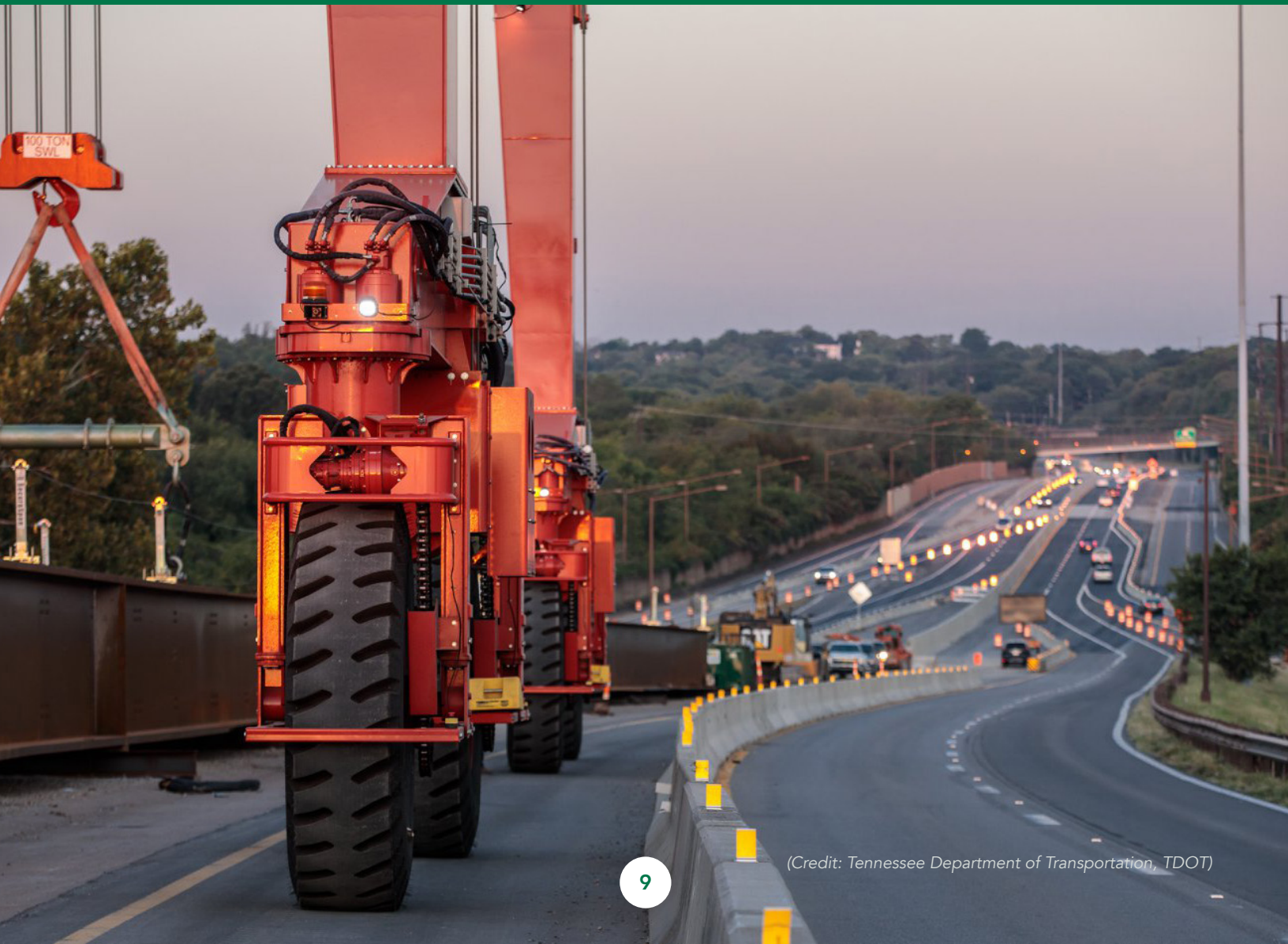
➔ **East Bank - *Progress Underway***

The Metro Planning Commission adopted the Imagine East Bank vision plan in October 2022. This vision sets the foundation for the East Bank — 338 acres of underutilized land directly across the river from Downtown Nashville. The East Bank’s relative “blank slate” offers the rare opportunity to envision streets with multimodal priorities, rather than retroactively integrating bike or transit lanes into existing streets. If realized, the plan would include several significant projects that would involve WeGo, such as potential dedicated lane bus rapid transit on a central north/south boulevard, a transit center, and possible long-term implications for the Nestor Operating facility if the future vision of another Cumberland River crossing south of downtown is realized.

TRANSPORTATION MODERNIZATION ACT

Tennessee's growth is far exceeding the projections of the IMPROVE Act. According to TDOT, independent congestions studies show a \$26 billion backlog of congestion related needs over and above the 2017 IMPROVE Act, with only \$500 million in annual new construction funds to address these needs. The approved Transportation Modernization Act will provide the state with innovative tools to address traffic congestion, especially in urban areas, freeing up additional dollars to invest in rural and suburban communities, all without raising the gas tax or taking on transportation debt.

This approved legislation will create a new strategy and invest \$3.3 billion to accommodate Tennessee's record growth, address traffic congestion and meet transportation needs across rural and urban communities. The legislation also includes higher fees on EVs and new fees on hybrids to backfill expected losses in existing revenue streams, paid choice lanes to address urban congestion using public-private partnerships, and the authority to more frequently use contracting strategies that could reduce construction timelines and costs. Within the Transportation Modernization Act, it also recommends a one-time \$300 million General Fund contribution to TDOT's state aid program for local roads. *(Source: TDOT)* According to Think Tennessee, "choice lanes and public-private partnerships (PPP) are important tools to help Tennessee meet our transportation need." To address equity concerns with choice lanes, one of their policy recommendations focuses on including transit in implementation decisions. One such example could include the allowance of transit vehicles to use choice lanes and directing those earned revenues to funding transit improvements in that region. *(Source: Think Tennessee, Choice Lanes Brief)*



(Credit: Tennessee Department of Transportation, TDOT)

METRO NASHVILLE-DAVIDSON COUNTY FY24 BUDGET - WEGO & NDOT

On April 27, 2023, Mayor John Cooper delivered the 60th State of Metro remarks proposing his FY23-24 Capital Improvements Budget (CIB) and his Operating Budget. He reiterated in his State of Metro that in 2020, he presented a “crisis budget,” forced to make tough decisions to keep the city moving forward. In 2021, Mayor Cooper brought an “investment budget,” heading towards Nashville’s economic recovery and in 2022, he presented a budget for “full recovery,” moving from crisis mode to one creating a foundation for tomorrow.

Last year, Mayor Cooper focused on a budget that centered on full recovery and an investment in the fundamentals. WeGo (MTA) received \$61.6 million, the Regional Transit Authority (RTA) received \$320,200 and Commuter Rail received \$1.5 million. This year, he focused on a budget that had a strong eye still on foundational growth and proposed \$73.3 million for WeGo and RTA’s Operating Budget, a 15.6% increase from his FY23 Operating Budget. Broken down, WeGo would receive \$71.5 million, RTA would receive \$320,200 and Commuter Rail would receive \$1.5 million.

On June 13, 2023, the Capital Improvements Budget (CIB) for FY23-24 through FY28-29 was approved by Metro Council. The CIB is a planning document and does not in itself appropriate any money. All capital projects must be provided for in this document before a capital improvement can be approved by the Metro Council.

The following projects for WeGo (MTA) and RTA were included in the CIB –

- ➔ **\$200,000** - MTA/WeGo bus stop improvements
- ➔ **\$41.3 million** – matches for MTA federal and state grants
- ➔ **\$54.1 million** – replacement buses
- ➔ **\$10.8 million** – RTA through MTA grant matches
- ➔ **\$24 million** – neighborhood transit centers
- ➔ **\$10 million** – transit priority corridor through downtown
- ➔ **\$45 million** – secondary transit hub downtown south of Broadway
- ➔ **\$10 million** – Donelson Station improvements
- ➔ **\$18 million** – transit stops and shelter improvements
- ➔ **\$10.9 million** – Better Bus fleet expansion for increased transit service
- ➔ **\$92.9 million** – Clarksville Pike bus rapid transit project
- ➔ **\$139.7 million** – WeGo Star rail upgrades
- ➔ **\$413.3 million** – Murfreesboro Pike bus rapid transit project

This fiscal year, Public Works fully transformed into the Nashville Department of Transportation and Multimodal Infrastructure (NDOT). NDOT’s proposed budget increased from \$43.2 million in FY23 to \$51.9 million in FY24, a 20.3% increase.

METRO NASHVILLE-DAVIDSON COUNTY FY24 BUDGET - WEGO & NDOT

The FY24 Nashville Davidson County operating budget was approved by Metro Council (38 for, 0 against) on June 20, 2023. This budget included funding for:

- ➔ **Extension of Route 9** - Metro Center to the new North Nashville Transit Center with 20-minute frequency
- ➔ **Extension of Route 14** - Whites Creek to the new North Nashville Transit Center with a 30-minute frequency
- ➔ **New Trinity Lane crosstown operating every 30 minutes**
- ➔ **Adjustment of Route 22** – Bordeaux to provide two way service along Clarksville Pike

The operating budget included five approved amendments, one of which moved \$2,800,000 from one time surplus funds to reoccurring operating funds to fund WeGo's Better Bus. This amendment was sponsored by Colby Sledge and Kevin Rhoten (Budget & Finance Committee chair) and was approved unanimously by voice vote. This round of Better Bus would provide more span and frequency for routes in WeGo's system, including any viable crosstown routes.



TRANSIT 101: THE PATH TO DEDICATED FUNDING FOR TRANSIT

On Wednesday, April 26, 2017, Governor Bill Haslam signed the IMPROVE Act into law. This law provides Tennessee with a sustainable source of funding for our infrastructure needs. It also allows for some cities and counties to raise dedicated funds for future transit projects through a voter referendum process. The legislation includes a provision whereby counties with 112,000 population or more and the largest four cities across the state may impose a surcharge with the funds dedicated to transit projects.

Counties in the Middle TN region that are able to hold a referendum:

- Davidson
- Montgomery
- Rutherford
- Sumner
- Williamson
- Wilson

Counties in the Middle TN region that are **NOT** able to hold a referendum:

- Cheatham
- Dickson
- Maury
- Robertson

The possible surcharges, with their limits, are available only if that local government is currently collecting that tax. These possible surcharges include:

➞ Local Option Sales Tax

(Limit: capped at 2.75%)

In Davidson County, the current combined state and local sales tax rate is 9.25%.

➞ Business Privilege Tax

(Limit: no more than 20% of current rate)

➞ Local Car Rental Tax

(Limit: no more than 20% of current rate)

In Davidson County, the current combined state and local car rental tax is 4%.

➞ Hotel / Motel Tax

(Limit: no more than 20% aggregate of taxes & surcharge)

In Davidson County (excluding Goodlettsville), the current combined state and local hotel/motel tax is 16.25%, with an additional fee of \$2.50/night.

➞ Residential Development Fee

(Limit: no more than 20% of current rate)

Davidson County does not currently collect a residential development fee.

➞ Wheel Tax

(Limit: no more than \$200 as the aggregate of taxes and surcharge)

In Davidson County, the current wheel tax is \$55.

A third-party must run a feasibility audit, which could possibly include analyzing the anticipated costs, risks, and liabilities of the transit improvement program, the anticipated revenue generated by the surcharge and transit improvement program, and as well as the local government's financial position.

Before the third-party may run the analysis and make a determination, the local government shall obtain approval from the comptroller of the treasury of the selection of the firm and the procedures to be used by the firm in making the determination.

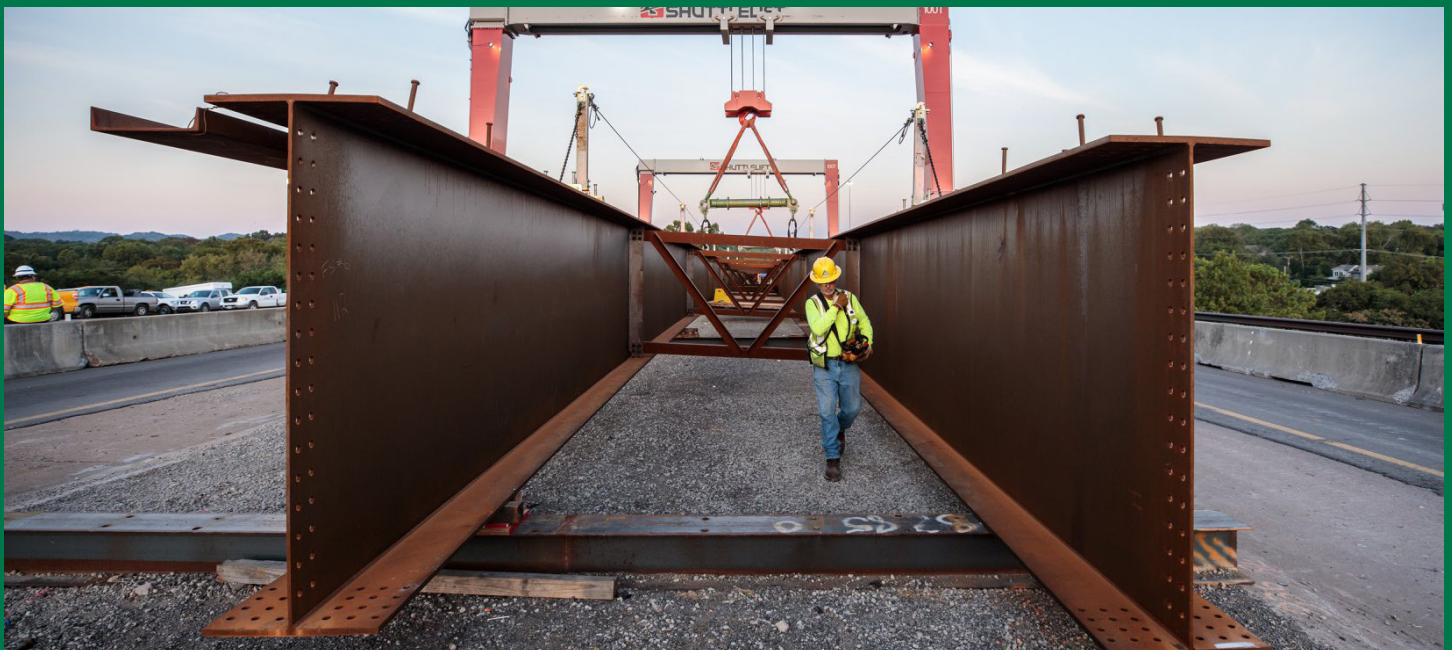
Following the third-party analysis, a county or city's legislative body (council or county commission), must approve the Transit Improvement Program (TIP) – the list of projects – and the revenue sources. Once the local legislative body approves the TIP and revenue sources, the county election commission schedules the referendum for an upcoming election. The surcharges and the projects must be approved by the voters through referendum.

It is also important to note, while funding raised through the IMPROVE Act's increase in gas tax rates has provided revenue for transportation projects, the projected funding is not keeping pace with the number of projects that need to be funded. (Recall that IMPROVE Act funds cannot be spent on transit projects; the funds are intended only for non-transit projects.)

WHAT'S NEXT FOR MOVING FORWARD

Moving Forward will continue to advocate for transit and mobility needs throughout the Middle Tennessee Region. The necessary investment in transit for a growing region is only increasing, and our region is the only metropolitan area of its size in the country without a local, dedicated source of funding for transit. In *Vital Signs 2022*, Middle Tennessee residents were asked how important they think it is for leaders to offer a transportation plan with a strategy for funding. 69% of residents responded that a transportation plan with a strategy for funding was either extremely important or very important. (*Vital Signs, 2022*).

Moving Forward's goal of advocating for and securing dedicated funding for transit and mobility in the region during the next Metro Nashville mayoral term (2023-2027) will play a critical role in advocacy efforts in the coming years. Nashville needs political leadership at the mayoral and metro council level to significantly fund the transportation and infrastructure needs in Davidson County, as a first step for the rest of the Middle Tennessee region. However, even with political will, there needs to be active community conversation. A community vision for transit and mobility will ensure that Middle Tennessee residents will benefit from investments that connect communities as well as provide access to jobs, education, and economic opportunity. We look forward to continuing our work together as we focus on transit and mobility solutions for our region. Join **Moving Forward's** efforts to create regional mobility solutions in Middle Tennessee by signing up at movingforwardmidtn.com.



(Credit: Tennessee Department of Transportation, TDOT)

Acknowledgements

Moving Forward thanks the leadership and staff of TDOT, NDOT, WeGo, and the GNRC for sharing their time and expertise throughout the year as they implement transportation policy and strategies. Thank you to the Moving Forward coordinating committee for their leadership and the members for volunteering their time and energy. Thank you for the Nashville Scene, Cumberland Region Tomorrow, Nashville Area Chamber of Commerce, Transit Alliance of Middle Tennessee, Urban League of Middle Tennessee, Vanderbilt University's Office of Transportation & Mobility, and Walk Bike Nashville for your partnership in the 2023 Mayoral Forum.

We look forward to continuing our work together as we focus on transit and mobility solutions for our region.