

## 2019 SCORECARD AND GOALS FOR 2019 TO 2026

Moving Forward continues its work to expand mobility choices in Middle Tennessee with the release of five goals for 2019 to 2026. Moving Forward's work is grounded in the values of accountability, regionalism, urgency, collaboration and equity. This scorecard tracks the progress made in 2018 on Moving Forward's initial goals and outlines Moving Forward's goals for 2019 and onward to achieve greater multi-modal transportation options for our region. For more information, visit [movingforwardmidtn.com](http://movingforwardmidtn.com).

### 1. FACILITATE A REGIONAL APPROACH TO IMPROVE MOBILITY.

Moving Forward continues to champion a transportation system that connects the entire Middle Tennessee region to provide mobility options to its residents. Counties across Middle Tennessee are planning the specifics of their county's transportation improvements including how to connect to a regional transportation system and how they help fund a system to improve mobility. The four counties in the Middle Tennessee region not included in the IMPROVE Act – Cheatham, Dickson, Maury and Robertson Counties – should be included in the IMPROVE Act to allow their residents to decide if and how to fund mobility solutions.

### 2. UPDATE THE NASHVILLE AREA MPO 2045 REGIONAL TRANSPORTATION PLAN IN 2021. UPDATE THE WEGO AND RTA STRATEGIC PLAN (NMOTION) IN 2022.

The Nashville Area MPO 2045 regional transportation plan must be updated and approved to access federal transportation funds distributed by the U.S. DOT Federal Highway Administration and the Federal Transit Administration. *nMotion*, the WeGo and Regional Transportation Authority (RTA) strategic plan that was approved in 2016, must update its data and relevant studies to be able to access the state and federal funds necessary to improve regional, multi-modal transportation options.

### 3. ADVOCATE FOR NEAR-TERM PROJECTS TO IMPROVE MOBILITY.

While the Middle Tennessee region continues its work toward another transit referendum plan and vote, incremental improvements to the transportation system can be made by WeGo, the RTA and other partners. Moving Forward will support and advance near-term improvements to the current transportation system. These improvements include, but are not limited to, the Comprehensive Operations Analysis (COA) study, mobility on demand, and farebox improvements.







### 4. IDENTIFY AND SECURE DEDICATED FUNDING FOR MOBILITY IN THE REGION BY 2024.

WeGo and RTA service is limited by its current revenue structure. The Middle Tennessee region is one of the few metropolitan areas in the country without a local, dedicated funding source for transit, which also limits the region's ability to receive state and federal funding. Six counties in Middle Tennessee currently have the opportunity to vote for local, dedicated funding for transit thanks to the passage of the IMPROVE Act.

### 5. BEGIN CONSTRUCTION ON THE FIRST PHASE OF THE WEGO AND RTA STRATEGIC PLAN IN THE REGION BY 2026.

This objective is ambitious but critical, since most major transportation projects take at least seven years from inception to completion. This objective can only be met if local dedicated funding is secured.

## 2015 TO 2018 GOALS

-  **1. Support the completion of an RTA and MTA Strategic Plan update by the end of 2016.** In September 2016, the Metropolitan Transit Authority (MTA) and the Regional Transportation Authority (RTA) unanimously adopted the *nMotion* 2016 Strategic Plan.
- (federal)**  **2. Support the identification and passage of state and federal government revenue enhancements for transit by the end of 2017.**
- (state)**  At the federal level, the Fixing America's Surface Transportation Act (FAST Act) was signed into law in 2015, providing federal funding for transportation and transit through 2020. The IMPROVE Act, providing specific cities and counties the ability to put dedicated transit funding before the voters, passed in 2017.
-  **3. Ensure at least 30,000 engagements with Middle Tennesseans in the transit conversation by the end of 2017.** By the end of 2017, our region had achieved 33,586 substantive engagements with Middle Tennesseans in the transportation conversation.
-  **4. Identify and secure a local dedicated funding source for transit in the region by the end of 2018.** While Davidson County identified viable funding sources, the county was unable to secure local dedicated funding in the transit referendum.
-  **5. Support breaking ground on the first rapid transit project in the region by the end of 2020.** On May 1, 2018, Davidson County residents had the opportunity to vote for local, dedicated funding for transportation options. The transit referendum failed 64% to 36% with 79,306 voting against and 45,251 voting for the referendum. This goal was unattainable due to the failed transit referendum.

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