m@vingforward

MOVING FORWARD 2022 SCORECARD

Moving Forward's work to expand mobility options in Middle Tennessee is grounded in the values of accountability, collaboration, equity, regionalism, and urgency. This scorecard tracks the progress made in 2021 on Moving Forward's goals to create multimodal mobility options for our region. To learn more about Moving Forward's work, visit *movingforwardmidtn.com*.

Complete <



Underway



Ongoing



Facilitate a regional approach to improve mobility.

In 2019, Moving Forward researched how peer regions coordinate to provide regional transit and found that while there are multiple models of regional coordination, *all* of the peer regions have funding streams dedicated solely to transit. Middle Tennessee does not possess dedicated funding for transit. Read the report at *movingforwardmidtn.com*.

2. Update the Nashville Area MPO 2045 regional transportation plan in 2021. Update the WeGo strategic plan (nMotion) in 2022.

In early 2021, mayors and transportation officials from across Middle Tennessee adopted an update to the Regional Transportation Plan (RTP). The RTP allocates more than \$10.5 billion in anticipated federal grants and matching funds to improve transportation throughout a planning area that includes Davidson, Maury, Robertson, Sumner, Rutherford, Williamson, and Wilson counties. WeGo recognizes the need to update its strategic plan, nMotion, and intends to begin data collection on travel patterns post-COVID and rider preferences in 2022.

3. Advocate for near term projects to improve mobility.

Middle Tennessee can make innovative, incremental improvements to its multi-modal transportation system to provide "proof of concept" and proof that our local and state governments can deliver projects, even as we work towards a referendum for dedicated funding. Throughout 2021, Moving Forward supported near-term transit and mobility initiatives and championed increased funding for transit in Metro Nashville's Capital Spending Plan and Operating Budget. *Read more about what Nashville accomplished in 2021 on the other side of this scorecard.*

4. Identify and secure dedicated funding for mobility in the region by 2024.

The Middle Tennessee region is the only metropolitan area of its size in the country without a local, dedicated source of funding for transit. No action was taken on this goal in 2021.

5. Begin construction on first phase of the WeGo strategic plan in the region by 2026.

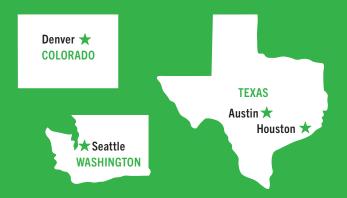
This objective is ambitious but critical for Middle Tennessee to continue to be a prosperous region for its vibrant and diverse residents. Reaching this goal is difficult if local, dedicated funding is not secured. No action was taken on this goal in 2021.

THE IMPORTANCE OF DEDICATED FUNDING FOR TRANSIT AND MOBILITY

Moving Forward remains committed to securing dedicated funding 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.

Cities that proceeded in creating or expanding dedicated transit funding during COVID, poised to exit COVID stronger and more equitably:



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 could be transformational for transit and mobility needs across our country, and those areas that benefit most will be at the ready with project funds available from a dedicated source.

To retain our quality of life, to ensure that our residents have access to jobs, education and amenities, to build a robust transit system, we must have dedicated funding for transit.



mobility solutions for our region

For this analysis, Moving Forward considered the projects listed in the "Initial Program (2021-2023)" in Nashville-Davidson County's adopted Transportation Plan (page 15 of Appendix 2). After discussion with Nashville Department of Transportation (NDOT) and WeGo staff, the progress of the projects are categorized and described below. For this analysis, Moving Forward did not report on "state of good repair" and combined the two types of bus shelter projects.

Nashville Department of Transportation and Multimodal Infrastructure (NDOT) [COMPLETED]

NDOT was launched in July 2021 with a new Executive Director in January 2022.

Sidewalk Project Program [PROGRESS WITH DELIVERABLES]

With 53 projects currently in design or under construction, Mayor Cooper announced key personnel changes and an internal review process to determine the best paths for realignment of the transportation functions at Public Works (now NDOT) and Planning. This process evaluated efficiency, effectiveness, and accountability to improve sidewalk construction time by 50% and reduce costs by 20% within 12 months. In addition, the WalkNBike Master Plan update is near completion and will deliver a new prioritization strategy which ensures costs are part of the construction decision with an adoption in early 2022.

MLK/Charlotte Avenue Innovation and Health Corridor [PROGRESS WITH DELIVERABLES]

Progress is currently being made toward filing gaps in the bikeway network along Charlotte Pike as new bike lanes are added in coordination with TDOT's repaving project. Metro has not yet been awarded TDOT's Multimodal Access grant, which would help expand safety for cyclists and pedestrians with a multi-use path, new crosswalks with pedestrian hybrid beacons, and WeGo bus stop improvements.

Vision Zero Action Plan and Ongoing Safety Improvement [PROGRESS WITH DELIVERABLES]

The first public draft of the Vision Zero Action Plan was released December 15, 2021, which focused on a high injury network of streets and intersections to help guide investment, with an action plan that focuses on short-, medium-, and long-term goals and a focus on equity. Even before the release of the Vision Zero Action Plan, in October 2019, Mayor Cooper announced the rollout of the

METRO NASHVILLE-DAVIDSON COUNTY'S 2021 TRANSPORTATION/TRANSIT ACCOMPLISHMENTS

neighborhood speed limit reduction initiative, which called for speed limits on neighborhood streets throughout the city to be lowered from 30 mph to 25 mph. This was funded in the FY18-19 capital spending plan and was fulfilled by BL2021-594 which was approved by Metro Council in February 2021. NDOT is currently working on a number of safety improvements, including enhanced lighting on roadways, 50 traffics calming projects, and pedestrian improvements along Dickerson Pike and Rosa L Parks Blvd.

Traffic Management Center [PROGRESS UNDERWAY]

The Traffic Management Center is currently under development and will be housed in existing space at the Howard School Metro office complex. Metro Nashville included some funding for the TMC in the recently passed Capital Spending Plan and NDOT is awaiting news on a CMAQ grant that would partially fund completion of the TMC. Additionally, NDOT is exploring opportunities for mini TMC locations to serve specific portions of Nashville, including Downtown.

Green Hills/Hillsboro Transit Center

[PROGRESS UNDERWAY]

Construction is well underway and various elements of the Transit Center should be fully function as early as February 2022 with a full grand opening the first week of April 2022 in conjunction with WeGo's annual Spring Service changes, including the extension of the Number 17-12th Avenue South bus to the Transit Center, which currently terminates at Lipscomb University.

North Nashville/Clarksville Pike Transit Center

[PROGRESS UNDERWAY]

Demolition on the site is underway and draft final design is currently underway. WeGo will go back to the public at the beginning of 2022 for a final design review and update with construction bids scheduled to be issued in March 2022. Leading up to the Center opening, WeGo is planning to extend the 21 — Wedgewood Bus to this location (it currently terminates at TSU) in April 2022 and anticipates extending the 9 — Metro Center and 14 — Whites Creek to this Center upon opening. The new Trinity Lane Crosstown will be funding dependent, but WeGo will be seeking funding for it in the Metro Operating Budget for FY2023-24.

Better Bus Service Expansion Program Development [PROGRESS WITH DELIVERABLES]

In October 2021 WeGo serv

In October 2021, WeGo service levels returned to 100% of pre-pandemic service with a refocusing of service hours toward those services most in demand by Nashvillians as

prioritized in the Better Bus Plan. October improvements included extending service hours on the busiest routes so the last trip departs at 12:15 a.m. on weekdays and Saturdays and 11:15 p.m. on Sundays. Frequency improvements were also made on 20 routes, improving off-peak and weekend service. In addition, WeGo initiated the WeGo Link Antioch first mile/last mile partnership with Uber. In April 2022, WeGo will increase service to 107% of pre-pandemic service.

Nolensville Pike Bus Stop Improvements

[PROGRESS WITH DELIVERABLES]

On Nolensville Pike, WeGo, in partnership with TDOT and NDOT, completed significant infrastructure upgrades to 18 stops along Nolensville Pike incorporating improved bicycle and pedestrian access. This project encompassed a \$6.5 million investment to upgrade 18 stops in the corridor. Of the \$6.5 million project total, approximately \$1.5 million remains available to complete the Fairgrounds Stations (inbound and outbound), which will bring the total to 20 stops improved in the corridor. The Fairgrounds stop is currently in design. It is a challenging site due to the need to accommodate development and the Browns Creek floodplain.

Expansion of Bus Shelters

[PROGRESS WITH DELIVERABLES]

The Metro Nashville Transportation Plan assigned \$16.4 million to stop/shelter improvements. 68 new sites and 25 expanded sites were identified based on WeGo's boarding criteria (25+ average daily passenger boardings at a location). In last year's Capital Spending Plan, \$1.25 million was provided for stop/shelter upgrades, and \$3 million in the CSP that was just approved by Metro Council in December 2021. As of December 2021, WeGo has completed 24 stops, are about to construct 8 stops, and are in design review and development on 14 stops. The expansion of shelter/stop upgrades will be a never ending process as more will always be needed as service expands.

Best Value Fare Capping Program Development

[PROGRESS WITH DELIVERABLES]

"Day pass" fare capping has been activated on QuickTicket products for several months and the WeGo Board is working towards approving "monthly fare capping" in December 2021. WeGo's mobile app and smart cards are up and running after a "soft launch" about 6 months ago following about 1 year of beta testing due to the pandemic. Around 20% of WeGo daily trips are being taken with QuickTicket Fare products.