

Nashville's Transportation Improvement Program



CHOOSE HOW YOU MOVE

May 2024





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 allows local governments like Nashville to generate new revenue specifically for transit in one of six ways, as long as an official “Transit Improvement Program” is approved by voters in a referendum. **Choose How You Move: Nashville’s Transportation Improvement Program (TIP)** serves as the official “Transit Improvement Program” document required by the IMPROVE Act. We use “transportation” instead of “transit” in the title to underscore the impact of the wide variety of transit related

improvements slated for Nashvillians on our transportation network.

After reviewing all the available funding mechanisms, we have identified a local sales tax surcharge as the most appropriate tool to provide a dedicated source of funding for our transportation improvements. This is an opportunity for Nashville voters to approve a half-cent sales tax, which is less than the amount enabled under state law and will have a significant impact on the region’s immediate transportation needs, including more sidewalks, smarter traffic signals, 24/7, 365-day transit services, and enhanced safety for all users.



“**Public transit system**” means any mass transit system intended for shared passenger transport services to the general public, together with any building, structure, appurtenance, utility, transport support facility, transport vehicles, service vehicles, parking facility, or any other facility, structure, vehicle, or property needed to operate the transportation facility to any other non-mass transit system transportation infrastructure, including, but not limited to, interstates, highways, roads, streets, alleys, and sidewalks.

(Tenn. Code Ann 67-4-3201)



Beyond the TIP – Extending the Reach of our Existing Funding

The program of investments in this TIP complements all the other transportation-related work underway to help Nashville move daily. We’re still running transit, building and repairing sidewalks, and resurfacing streets. Our daily work doesn’t end with the TIP, rather 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, to scale up and make transformational improvements happen. But we’re not only implementing this program, nor are we using the TIP as a tool to override the work that is already in the pipeline. Work to keep Nashville moving will continue; having the TIP in place gives our community the opportunity to accelerate a specific program of improvements.

What the TIP Enables

This TIP is a **program of investments** outlined in prior community efforts that tackle the region’s growing transportation and development needs around more sidewalks, smart traffic signals, 24/7, 365-day transit service, and improved safety for all users. Legally, the IMPROVE Act requires that specific items be presented in a TIP. Figure 1 shows the timeline and steps towards enacting the TIP. Table 1 lists those items and where they can be found. Chapter 3 provides details on the investments included in the TIP.

The IMPROVE Act's Steps Toward Transportation Funding



Figure 1: IMPROVE Act Timeline

The following table lists the requirements for the Transit Improvement Program document, with the page numbers where you can find each.

	TIP Requirements	Page Number
✓	Descriptions of the public transit projects and services to be funded and implemented	Page 19 – Transportation Improvement Program
✓	Type and rate of surcharge(s) funding the program	Page 88 – Funding the TIP
✓	Date of termination or conditions for terminating or reducing the surcharges	Page 91 – Conceptual Implementation Schedule
✓	Other funding sources	Page 88 – Projected Program Revenues
✓	Initial costs estimate	Page 90 – TIP Costs
✓	Recurring costs estimates	Page 90 – TIP Costs
✓	Implementing agencies	Page 92
✓	Geographic location of projects	Pages 26, 28, 32, 37, 42, 48, 51, 60, 62, 64, 66, 70, 71, 74

Table 1: Requirements of the IMPROVE Act for Nashville's TIP



With the funding enabled by the IMPROVE Act, our transportation system in Nashville can keep growing in ways that enhance life for those who are already here.

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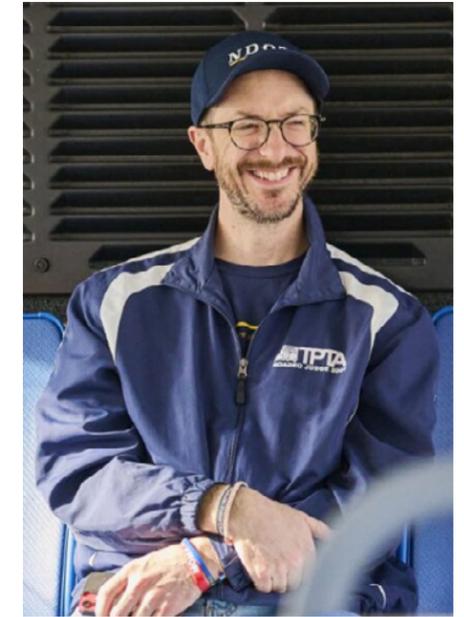


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Dear Nashvillians,

On behalf of the Metropolitan Government of Nashville and Davidson County, and in response to our need for a city that’s more affordable and easier to move around, I’m pleased to present Nashville’s **Choose How You Move Transportation Improvement Program – An All-Access Pass to Sidewalks, Signals, Service, and Safety** in Nashville.

The **Choose How You Move Program** is informed by Nashvillians, is built to work for Nashvillians, and delivers on something Nashvillians want, according to a decade of community input. Imagine Nashville, a community-led initiative, found that 90% of Nashville residents support investing in public transit, and the Spring 2024 Vanderbilt Poll found 84% of us support holding a transportation referendum.



The **Choose How You Move Program** gets you where you want to go, reliably and safely. The program includes almost **600 smart signals** to replace current traffic lights that use technology to watch traffic, learn its flow, and adapt based on demand so we can get where we’re going more reliably and more safely. It adds **24/7/365 transit service** and builds **54 miles of All-Access Corridors** with more frequent, reliable, and accessible transit service. It builds **86 miles of sidewalks** and walkable paths to ensure Nashville completes the WalkNBike Nashville priority sidewalk network and connects our busiest neighborhoods to major routes. The program makes **safety improvements on 78 miles** of the Vision Zero High-Injury Network, creating safer streets for pedestrians, bicyclists, drivers, and transit users alike.

Being able to get around where we need to go safely, easily, and cheaply is critical. We’re working every day to make it easier for people to stay in this great city. As part of that work, and in response to feedback we’ve received in every corner of the city, we’re recommending that Metro Council submit this Transportation Improvement Program to the voters as a referendum on the **November 5, 2024**, ballot.

We’ve got a great chance to make Nashville more affordable by cutting unproductive time lost in traffic, by making public transit options more accessible, and by making it possible for us to choose how we move. The following pages show you how we get there.

Freddie O’Connell
Mayor

01 INTRODUCTION

“Let’s build a Nashville that works for Nashvillians.”

– Mayor Freddie O’Connell

Nashville is a growing and changing city, and in this moment, we get to decide what kind of city we want to be. There isn’t a “Best City” list around that doesn’t rate Nashville in the Top 10. We bounced back after the pandemic faster than almost any other city, and we continue to be a hub for private sector growth and creative excellence. As quickly as we’re moving forward, we’re still stuck in traffic, walking along a broken or missing sidewalk, or waiting for a bus

without shade or the confidence that we’ll get to our destination on time. If we continue this way, our residents will buckle under the pressures of population growth without the infrastructure to support them. We need a better way forward. As such, we present **Choose How You Move: An All-Access Pass to Sidewalks, Signals, Service and Safety** – your 2024 Transportation Improvement Program (TIP).



The TIP will allow you to move however you choose

Our goal is to **deliver a modern, safe, multimodal transportation system** that reduces Nashvillians’ transportation costs and helps them get where they need to go. Moving forward means living in a neighborhood where it’s safe to cross the street, it’s more affordable to get around, boarding a bus gets you places faster than a car, and our infrastructure investment supports a sense of belonging. We want you to continue to make Nashville your home, and this is how we show it.

Long-time Nashvillians already know the transportation and neighborhood problems that challenge their community, because they’ve been telling us about them for a decade, in over

70 planning processes with more than 66,000 inputs from tens of thousands of residents. **We’re not inventing anything new here – we’re responding to what you’ve already told us.** You’ve said the same things over and over: that it’s not safe to walk or bike, that buses aren’t dependable, that sidewalks are a mess, and that personal transportation costs are rising just like housing prices. **Here’s what we know: every year that passes after you share these frustrations with us, the problems get worse,** and their costs increase. Doing nothing is no longer an option.

See Chapter 2 for a look at 10 years of public input on transportation in Nashville.

More Growth

Nashville is one of the fastest-growing cities in North America, with infrastructure that has not kept pace with growing demand. Nashvillians feel this pressure every day. We know that it's increasingly difficult for drivers, transit riders, bicyclists, and pedestrians to move around Nashville. Forbes recently ranked Nashville as the U.S. city with the toughest commute in the country, and rates of traffic congestion and pedestrian fatalities here have risen sharply.

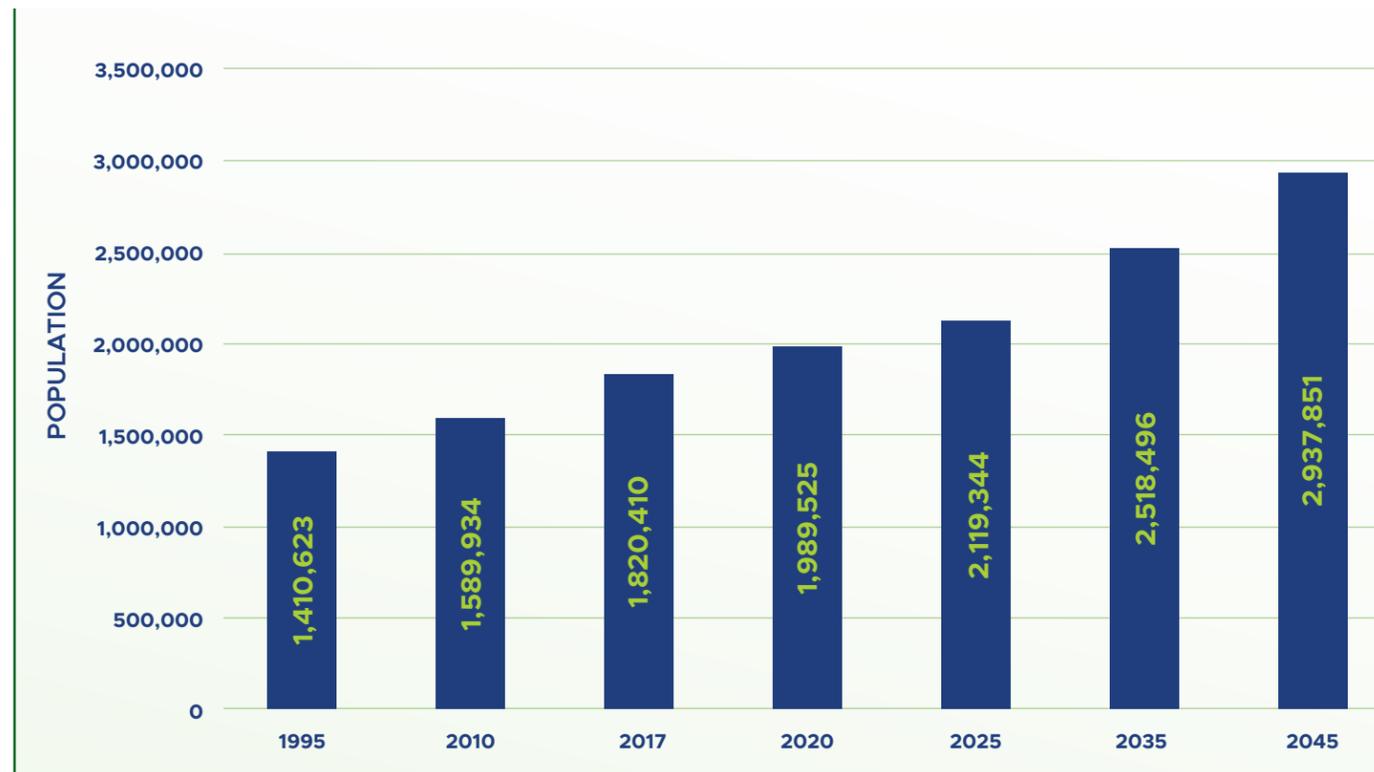


Figure 2: Nashville MSA Growth Projections

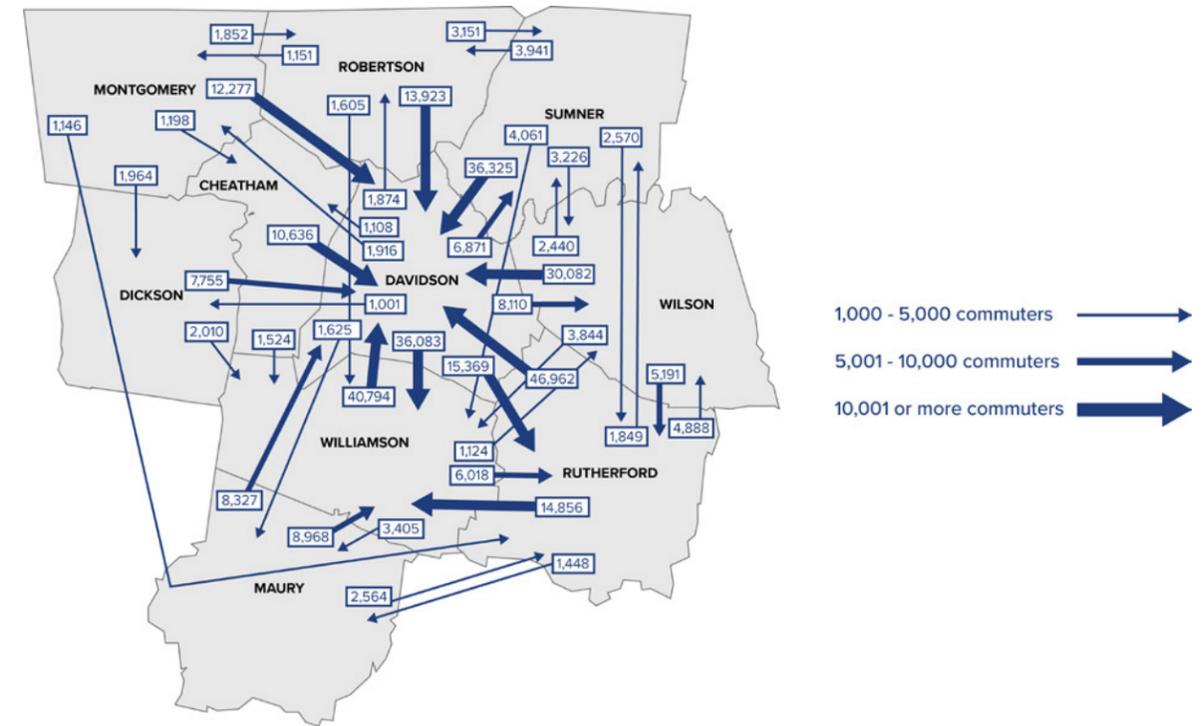


Figure 3: Cross-County Commuting Patterns

With almost three million residents expected to call our region home in the next 20 years, we need a strategy that helps Middle Tennesseans enjoy the benefits of growth and protects against the headaches that can come with it. According to the community-led planning process Imagine Nashville, **90% of us agree that investing in citywide public transportation is an important priority for the future**, and 84% of us support holding a transportation referendum. Locally, our lack of dedicated transportation funding hampers our ability to make the transportation investments we all want. Only four of the 50 largest metro areas nationwide lack dedicated transit funding. Dedicated transportation funding is how cities transform plans into reality, and most metro areas look to a sales tax surcharge as the spark.

The Choose How You Move program uses revenue from the sales tax surcharge to directly address our most urgent transportation needs by delivering more and better sidewalks, smarter signals, all connected to faster and more convenient transit service, and safer commutes no matter how we move.

Acting on the last decade of transportation planning in Nashville will allow the city to make transportation better for everyone, to reduce the stress of getting to work on time, and to allow more people to be home for dinner or their child's soccer game. We need to solve our transportation problems now, for the Nashvillians already struggling, before we add another 800,000+ residents and our problems only worsen. Nashville, this is our time.

Rising Costs

Like most cities around the country, Nashville has experienced rising housing costs. Median home prices have increased 62% in the past five years, and average rents increased 71% between 2020 and 2022. Combined housing and transportation costs in Nashville are not only higher than the national average, but the cost of transportation in Nashville is now nearly equal to the cost of housing.

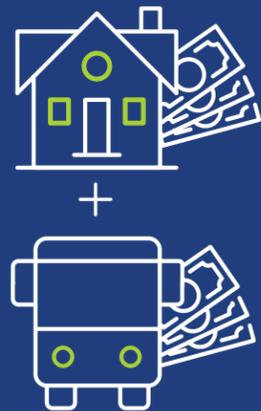
As housing costs rise, residents often move farther outside of Nashville to find attainable housing. While such moves may lower a housing bill, they usually increase a

transportation bill, as residents spend more time and money to get to work, shop, or access entertainment. Moving farther away from Nashville also limits access to transit as a transportation option, making Nashvillians' ability to move around our city without driving a car inequitable and limiting access to opportunity for all residents. This isn't a trade-off we want Nashville's residents to make. We need a modern, equitable transportation system that reduces Nashvillians' transportation costs and helps get them where they want to go. We want to help you stay, not exacerbate the reasons you might have to leave.



Annette has been living in Nashville since 1996 but never got her driver's license, having grown up in New York where it wasn't necessary. She relies on public transportation to get to work and move around the city. Her home is an eight-minute walk from the bus stop, but on days with bad weather, it's too far for her to manage. Additionally, because the buses don't come often enough, she often ends up being 30 minutes late to where she needs to be.

She finds enjoyment in riding the bus, using it as an opportunity to admire Nashville's scenery and engage in friendly conversations with the bus drivers who she looks forward to seeing daily.



Housing Plus Transportation Costs

Housing and transportation costs in Nashville are growing, especially for renters. As residents move further 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 Nashvillian households with the regional median income.

54%

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

20%

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

24%

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

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



Passengers wait for a bus on Gallatin Pike

Nashville's Transportation Improvement Program

In this program, we get back to the basics while keeping an eye on the future. This TIP contains neighborhood building blocks that are foundational for everyday lives in Nashville. From better signalization to more frequent transit service and better street lighting and signage, we're committed to your future in **the Nashville we all love**. This TIP gives back to all of us, shows that we all belong here, and helps shore up the foundation on which our future will be built.

Choose How You Move is acting on a decade of transportation requests from the community. This common-sense program delivers on Nashville's most pressing transportation and infrastructure needs: sidewalks, signals, service, and safety. This TIP describes how we got here, lays out the elements of the transportation package, reviews their benefits, and establishes an implementation plan. This framework will enable Nashvillians to see themselves, their transportation challenges and envision as a path forward for how our city will become the place it's meant to be for all residents.

Mayor O'Connell wants want you to stay. This proposed program of transportation infrastructure improvements will be the backbone of a new way forward in Middle Tennessee. It reflects the voices of tens of thousands of Nashvillians and their vision for our shared future.

See Chapter 3 proposed transportation improvements

See Chapter 4 for details on how Nashville is underfunded - and how this TIP would change that



Nashville's streets should work for everyone

Investment Categories

	Sidewalks	Signals	Service	Safety
Sidewalks, Signals, Streets, & Safety	•	•		•
86 miles of new/upgraded sidewalks	•			•
592 new/upgraded signals		•		•
54 miles of street improvements	•			•
39 miles of Complete Streets safety improvements	•			•
All-Access Corridors	•	•	•	•
Murfreesboro - 13.8 miles	•	•	•	•
Gallatin - 11.2 miles	•	•	•	•
Dickerson - 6.3 miles	•	•	•	•
Nolensville - 7.1 miles	•	•	•	•
West End - 2.3 miles		•	•	•
Downtown - Westside - 2.2 miles		•	•	•
Charlotte Pike - 3.8 miles	•	•	•	•
Downtown - James Robertson - 0.62 miles		•	•	•
Downtown - East Bank - 1.5 miles		•	•	•
Clarksville Pike - 5.4 miles	•	•	•	•
WeGo Essentials			•	•
285 bus stop upgrades				•
12 new transit centers			•	
17 park and ride lots			•	
2 bus garages				•
65 buses			•	
WeGo Service Enhancers			•	
1.6x today's local bus service			•	
5 extensions to existing bus routes			•	
1.7x today's crosstown and connector routes			•	
Increased special event service			•	
4 new express bus routes			•	
Ready for regional connections			•	
1.3x today's WeGo Access service			•	
Fare subsidies for eligible riders			•	
Places for Everyone			•	•
Transit-adjacent land purchases			•	•
Innovation & Technology			•	•
Expanded WeGo Link service			•	
Real-time customer information for WeGo Access			•	
Real-time safety systems				•
Signal upgrades		•		
Fare system enhancements			•	

Table 2: TIP investment Categories

02 STAKEHOLDER ENGAGEMENT

For nearly a decade, Nashvillians have made it clear that we need investments that promote safety, transportation options, a more equitable cost of living, and a better quality of life. Our voices were heard. The transportation investments outlined in this TIP speak to those needs, allowing us to move safely into a better future.

During a decade of public meetings, community surveys, and planning workshops, Nashvillians have expressed that what matters most are the basic building blocks to creating fuller, more complete lives right here at home in local neighborhoods. Nashvillians believe that new transportation investments should benefit the communities they know and love, should lead to more economic opportunities for local families so we can all prosper together, and should empower us to reliably get where we need to go.

Engagement in Prior Planning Studies

Tens of thousands of Nashvillians have participated in the foundational plans and studies (over 70 of them!) that laid the groundwork for this Transportation Improvement Program. The TIP didn't begin in 2024. It began over a decade ago, through more than 66,000 pieces of community input. See the following page for a graphic interpretation.

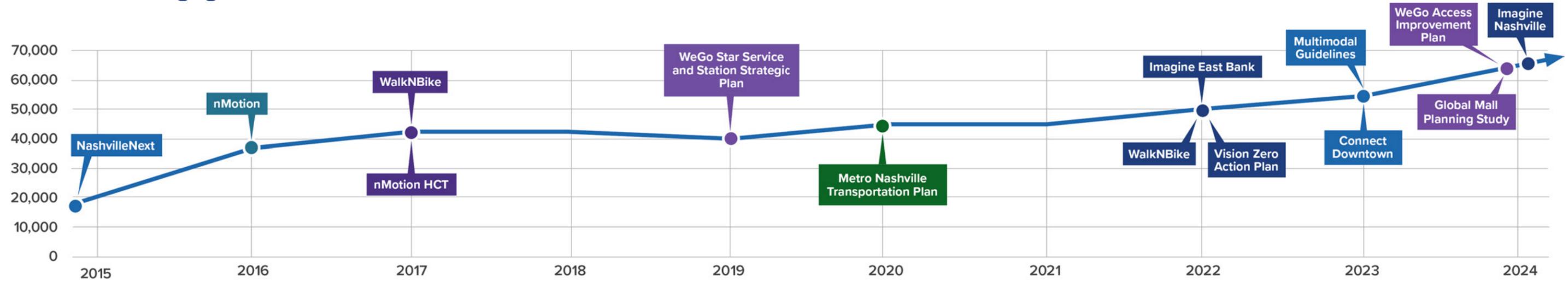


Stakeholder Engagement Event



Neighbors envisioning a safer, better-connected future in the Nolensville Pike corridor

Stakeholder Engagement Timeline



	NashvilleNext	nMotion	WalkNBike	nMotion HCT	WeGo Star Planning	Vision Zero	WalkNBike	Imagine East Bank	Multimodal Guidelines	Connect Downtown	WeGo Star Future	Global Mall	WeGo Access Improvement Plan
Sidewalks, Signals Service & Safety													
Sidewalks (More, Improved)	█	█	█			█	█	█		█		█	
Lighting		█				█		█		█			
Signage/Wayfinding		█	█			█		█		█			
Bike Lanes	█		█			█	█	█		█		█	
All-Access Corridors													
54 miles of corridors		█		█						█			█
WeGo Essentials													
Transit Centers		█						█		█		█	
Park and Ride Facilities	█	█										█	
Bus Stops (New, Improved)		█				█						█	
Landing Pads						█							
WeGo Enhancers													
Frequent Service Network		█								█			
New Routes		█											
Express Service		█											
Places for Everyone													
Transit-Oriented Development	█			█				█					
Supplemental Land-Related Actions									█				
Technology and Innovation													
Signalization		█				█				█			
Service/Operational Innovations					█			█		█	█		█
Fee Structure/Fare Structure Changes		█											
Customer-Facing Info Improvements		█								█			

Table 3: Stakeholder Engagement Timeline

Creating the Transportation Improvement Plan

On February 15, 2024, Mayor Freddie O’Connell announced that the city would pursue a transportation referendum on the November 5, 2024, ballot. This launched an effort to create the program of investments and the public document showing what this program can accomplish. Throughout February and March, the Mayor and his team sought public input, feedback from the Metro Council, and collaboration with two advisory committees to craft the plan for ongoing conversations.

Technical Advisory Committee

Mayor O’Connell’s Technical Advisory Committee (TAC) is composed of transportation and policy experts whose purpose is to fully vet the investment list and identify missed opportunities and gaps in the program’s ability to solve the city’s current transportation challenges.

Bob Murphy
Vice Mayor Angie Henderson
Erin Hafkenschiel
Ashley Northington
Shelly Hazle
Robbie Hayes
Jessica Dauphin
Wesley Smith
Michael Skipper
Jennifer Carlat
Eric Hoke
Matt Meservy

Meeting Highlights

February 8 – Introductory meeting to share transportation stories, overview of past plans and timeline, explain TAC roles and responsibilities, introduce potential program areas, identify complex topics for future discussion, general agreement to proceed

February 22 – Progress update, polling exercise on TIP priorities, feedback on priority corridors to identify strengths and challenges, complex topic discussion on light rail

March 5 – Progress update, alignment of financial plan and scope, in depth discussion on TIP revenue, feedback on balanced approach of capital projects and operational services

April 10 – Joint meeting with CAC, update on progress, complex topic discussion on housing, review draft final scope

April 19 – Overall briefing on Choose How You Move

Community Advisory Committee

Emily Thaden
Leslie Meehan
Marshall Crawford
Jama Mohamed
Vonda McDaniel
Tracy Ward
Rachel Blackhurst
Laurel Creech
Abby Whisenant
Lisa Sherman Luna
Tomas Yan
Peter Millet
Craig Phillip
Tifinie Capehart
Kenya McGruder
John Schroer
Angela Crane-Jones
Carol Westlake
Pete Wooten
Kimberly Malone-Haddox
Brad Sanderson
Van Pinnock
Carrie Brumfield
Dale Mitchell
Russ Pulley
Ed Cole
Todd Rolapp
Walter Searcy

The Community Advisory Committee (CAC) reviewed the city’s approach to community engagement and outreach for the program and provided general feedback on the contents of the TIP. They will continue to meet to help the project team adjust messaging through the ballot date.

Meeting Highlights

February 15 – The CAC met after Mayor O’Connell’s announcement to discuss the state of transportation and growth challenges. Overview of past plans, a polling exercise on priorities, reflection on improvements from past efforts, explain CAC roles and responsibilities, introduce initial program areas

February 22 – Progress update, guidance on community engagement strategy, review TAC input about TIP priorities, review TAC input on priority corridors, brainstorm community approach, identify community groups to engage

April 10 – Joint meeting with TAC, update on progress, complex topic discussion on housing, review draft final scope

April 19 – Overall briefing on Choose How You Move

Metro Council One-on-One Meetings

Mayor’s Office staff met with nearly all of the 40-member Metro Council to provide opportunities for feedback on the Transportation Improvement Program. These individualized meetings with each Council Member provided an overview of the referendum process, background of past plans, listening to district priorities, and answering questions. A detailed briefing will be held with the Metro Council after April 19.

Foundations for Success

Via three primary agencies – WeGo Transit, Nashville Department of Transportation & Multimodal Infrastructure (NDOT), and Metro Nashville Planning Department – the City of Nashville has been working hard to improve the transit and transportation experience for residents. Their work touches the lives of Nashvillians every day and features big projects that have been touchpoints to hear from the public on their needs and their wish lists. With dedicated funding these agencies would be able to provide relief to Nashville’s immediate transportation needs and plan for a future where our residents can more easily get where they want to go.



WeGo Achievements

- Average weekday daily ridership is approaching 30,000 passengers, up over 40% compared to two years ago.
 - Extended service hours to 4:30am – 1:15am on the busiest routes. Increased frequency on frequent, local, and crosstown routes across the system with focus on evenings and weekends as part of the Better Bus plan.
 - Two new crosstown routes: 71 Trinity and 79 Skyline
 - Access on Demand now provides day reservation service for persons with disabilities.
 - Over half of WeGo Public Transit’s 1,700+ bus stop signs are being replaced with new signs that provide more information and include QR codes to provide direct access to real-time location and fare information.
 - Opened the first neighborhood transit center at Hillsboro High School. The Dr. Ernest Rip Patton, Jr. North Nashville Transit Center will open in June 2024.
 - WeGo Public Transit is a key partner in the Metro Emergency Cold Weather plan. In the winter 2023 – 2024, 7,338 free rides were provided for anyone needing a ride to and from the emergency shelter on 40 designated cold weather nights.
- WeGo is a partner on a social services program that provides bus passes for people who are homeless and receiving counseling.
 - The QuickTicket Contactless Fare System launched in 2023, allowing people to pay their transit fares via a smartphone app or contactless smart card. The system includes “fare capping,” where riders are automatically upgraded to the lowest cost fare product based on their usage.
 - WeGo Link, a partnership with Uber that connects people in areas of the county not served by WeGo fixed-route service, has increased from 1 zone to 13 zones over the past 3 years.
 - Partnership with Nashville Soccer Club – free fare on routes serving the Geodis Park on weekend games.
 - Joint Development at Donelson Station with developers for transit-oriented development in progress.

NDOT Achievements

- Building on a NashvilleNext action item, Mayor John Cooper’s Metro Nashville Transportation Plan identified the need for a standalone department of transportation in Nashville. The department was established via a memorandum of understanding in July 2021 and Nashville voters codified the department on August 4, 2022.
- The department completed the Vision Zero Action Plan and Vision Zero Implementation Plan. These documents identify the high injury network of roads where people walk, bike, and drive are killed in crashes. Metro Council adopted the Vision Zero Action plan in August, 2022.
- The WalkNBike Sidewalks and Bikeways Master Plan was updated in 2022, identifying 1,900 miles of need in Nashville’s network.

- NDOT and the City of Nashville received a \$13 million Federal grant through the Safe Streets & Roads for All program in 2023 to complete the We Are Nolensville Pike corridor safety project
- In partnership with WeGo Transit, the Tennessee Department of Transportation, and the Nashville Downtown Partnership, NDOT completed Connect Downtown—a comprehensive downtown transportation plan.
- NDOT will launch a new state-of-the-art Traffic Management Center in 2024 to efficiently manage real-time traffic conditions across the entire county.
- NDOT crews repaired over 57,000 potholes across the county in a two-year period.
- NDOT cut the ribbon on two Complete & Green Street transformational street projects—Madison Station Blvd and 12th Ave S.



Open Streets events like this one open our eyes to new possibilities

Metro Planning Achievements Corridor and Small Area Planning Efforts

The Planning Department helps shape public policy related to growth, preservation, and development. This includes how we think about the public right-of-way to ensure investments in transportation and infrastructure can happen.

- **Imagine East Bank:** The East Bank today consists of a disjointed street network, asphalt parking lots, and minimal uses for Nashvillians. The area envisioned in Imagine East Bank prioritizes multimodality, with the city’s first-ever dedicated transit lanes, sidewalks, and protected and dedicated bike lanes. The Imagine East Bank Vision Plan also proposes dedicated affordable housing above the East Bank Transit Center, creating dynamic neighborhoods that put residents near jobs, services, and various transportation options.
- **Global Mall Study – 2024:** The proposed new uses at Global Mall envision a mixed-use community where a shuttered mall currently sits. This site has already received funding for a new transit center, which sits along one of WeGo’s highest ridership routes – Murfreesboro Pike – connecting residents to new services and job opportunities, nearby destinations like Century Farms and Mill Ridge Park, as well as connectivity to downtown.

- **Murfreesboro / Bell Road Study – 2021:** The vision of the study is to create a safe and beautiful, suburban mixed-use corridor along Murfreesboro Pike at a critical intersection. Key themes are tree-lined streets, pedestrian enhancements, landscaping, and green space. The study addresses six topics that are desired to be improved within the study area - pedestrian zone, mobility options, streets, natural environment, open space, and the built environment.

Housing Efforts

Metro’s first ever dedicated Housing Division was created in January 2022 to address Nashville’s housing needs through aligning systems, resources, and partners to provide housing solutions that are affordable and attainable for all Nashvillians. A fundamental recommendation from the city’s Affordable Housing Task Force, the department expands from one person in the Mayor’s Office to a larger, permanently staffed department.

Housing Initiatives

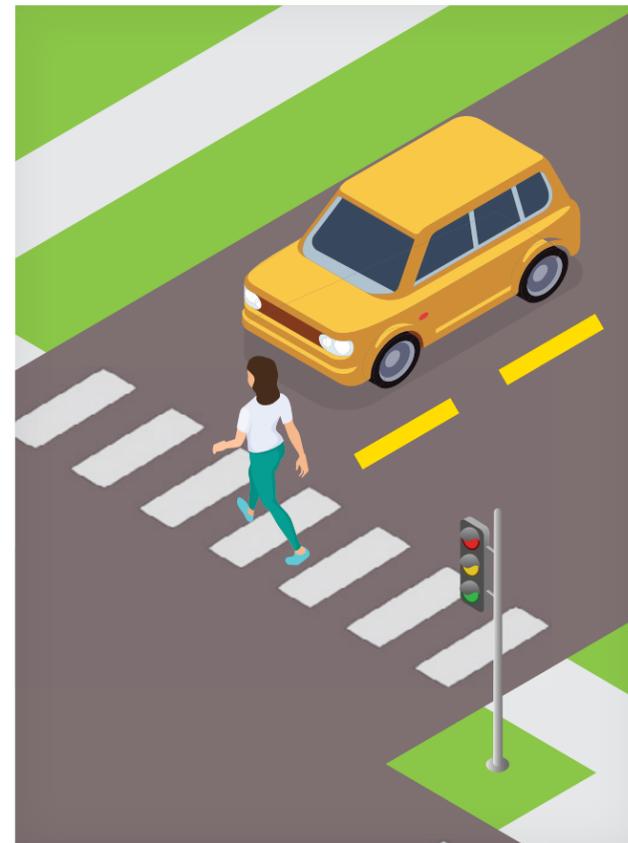
The Housing Division has grown existing programs, such as the Barnes Fund, and created several new programs that help aide in the development of affordable housing, with a focus near transit corridors. By connecting housing to transit corridors, residents have the option to ease costs burdens related to transportation.

03 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP envisions a coordinated set of investments that together make Nashville safer, more connected, more affordable, and deliver a rapid and reliable transportation system. The TIP proposes transit-connected investments that benefit all travelers, regardless of whether they're driving, walking, biking, or taking transit.

This TIP recognizes that every transportation trip is connected. We know that every transit trip begins on foot, therefore pedestrian and bicycle connectivity to transit is paramount, and that both buses and cars could move more efficiently if Nashville had smarter traffic signals that respond to changing traffic patterns and volumes.

The TIP is organized into six investment categories that communicate an emphasis on improvements to sidewalks, signals, service, and safety, each of which represents a combination of potential investments that have been identified through over a decade of planning studies and public engagement. Each category provides stand-alone benefits to all Nashvillians and complements other investments, so the program is greater than the sum of its parts.



The TIP recognizes that each element of a transportation trip is connected. In downtown Nashville, we see the interplay between crosswalks and signals every minute of every day.

Sidewalks, Signals, Streets & Safety

Enhancements and expansion to the essential infrastructure that underpins 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.

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.

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, and Park and Ride Facilities.

WeGo Service Enhancers

Improved 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.

Places for Everyone

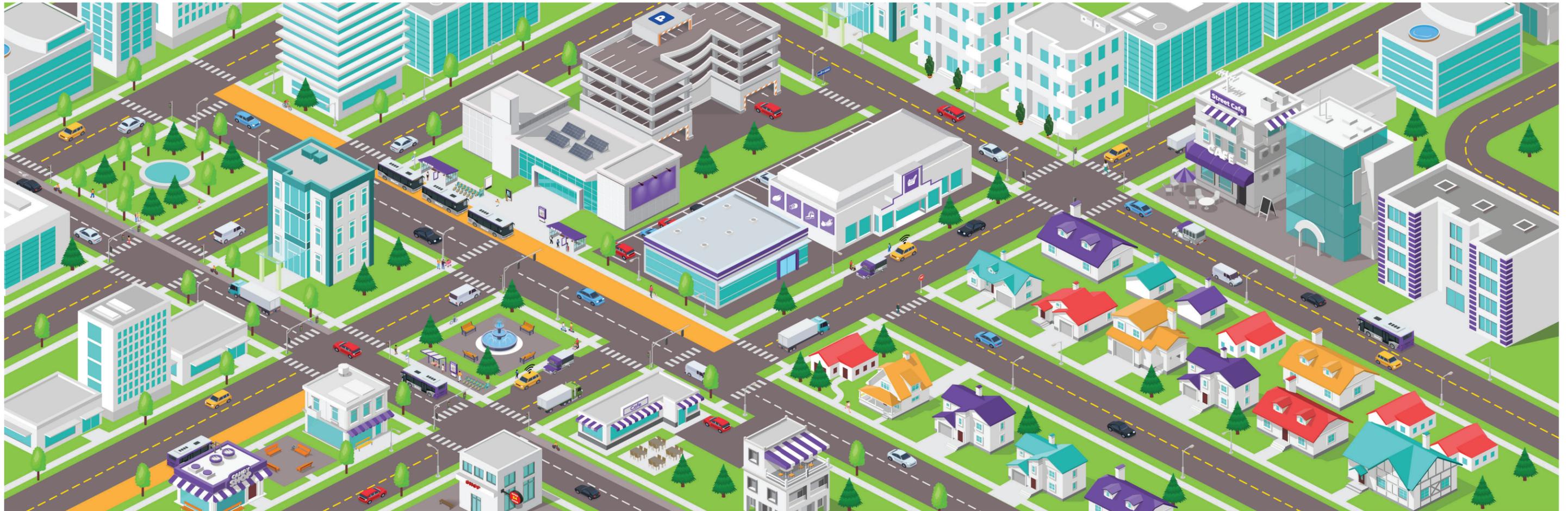
Land acquisition near transit centers for future development that helps Nashvillians stay local.

Components: Land Purchases for Future Equitable Development and Use.

Innovation & Technology

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

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



Nashville, how do you Choose to Move?

Sidewalks, Signals, Streets & Safety

Enhancements and expansion to the essential infrastructure that underpins 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

Sidewalks	Signals	Service	Safety
•	•		•

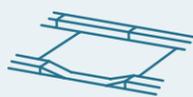
Doing the Basics Brilliantly

The TIP's investment in doing the basics brilliantly -- delivering safe and efficient streets and sidewalks -- are the enabling infrastructure for transit improvements throughout the region and also facilitate safe walking access to transit while promoting efficient traffic management.

The TIP will work towards improving the basic infrastructure we all need to get from place to place: investments will work towards addressing the approximately 1,900 miles of missing sidewalk segments in areas with greatest need. The program will direct funds towards

Nashville's Vision Zero goals by expanding Complete Streets by 39 miles, improving safety for pedestrians, bicyclists, drivers, and transit-users. Improvements will aim to decrease the 1.5 pedestrian fatalities for every 100,000 Nashvillians, nearly double the national average. More sidewalks and bike paths will ensure improved access to buses with increased frequencies. Once on the vehicle, travelers will reap the benefits of modern traffic signal technologies that alleviate the gridlock keeping both personal vehicles and transit vehicles from moving us where we need to go, when we need to be there.

Once implemented, Nashvillians will have:



Installation or upgrade of **86 miles** of sidewalks that, when combined with annual capital spending, complete the priority sidewalk network identified in WalkNBike.



Safety improvements at **35 High Injury Intersections** identified in the Vision Zero Implementation Plan.



Buses and traffic signals that work together to keep transit moving.

Nashvillians can look forward to:



32% of residents with direct, walkable access to a transit stop



Safety improvements on approximately **78 miles** of the Vision Zero High-Injury Network



An increase of **4,000 acres** of Nashville that will be connected to transit by continuous sidewalks and bikeways



TIP improvements located a half mile or less from **45%** of residents



An increase of **86 miles** of new or upgraded sidewalks, or the distance you'd have to drive to get from downtown Nashville to Cookeville, TN



59% of new or upgraded sidewalks within traditionally underrepresented communities

The TIP's investment in essential infrastructure helps motorists, bicyclists, transit users, and pedestrians alike. This investment category will improve the condition of Nashville's Sidewalks, Signals, Streets & Safety infrastructure. We will deliver bicycle and pedestrian connections to the existing transit network as well as ensure that the new All-Access Corridors (described later in the chapter) are robustly connected to adjacent neighborhoods. We will deliver smarter traffic signals that use technology to manage traffic flows and communicate wirelessly with our transit vehicles to keep them evenly spaced and moving quickly. Nashvillians can expect a safer region with priority investments where crashes happen the most and improved lighting to make our streets and sidewalk connections to transit brighter and safer.

Proposed Improvement Program

-  Installation or upgrade of 86 miles of sidewalks.
-  Reconstruction and renewal of 54 linear miles of streets as part of the All-Access Corridors.
-  Complete Streets safety improvement projects along 39 miles of streets.
-  Replacement and upgrade of 592 traffic signals along pikes and transit routes.

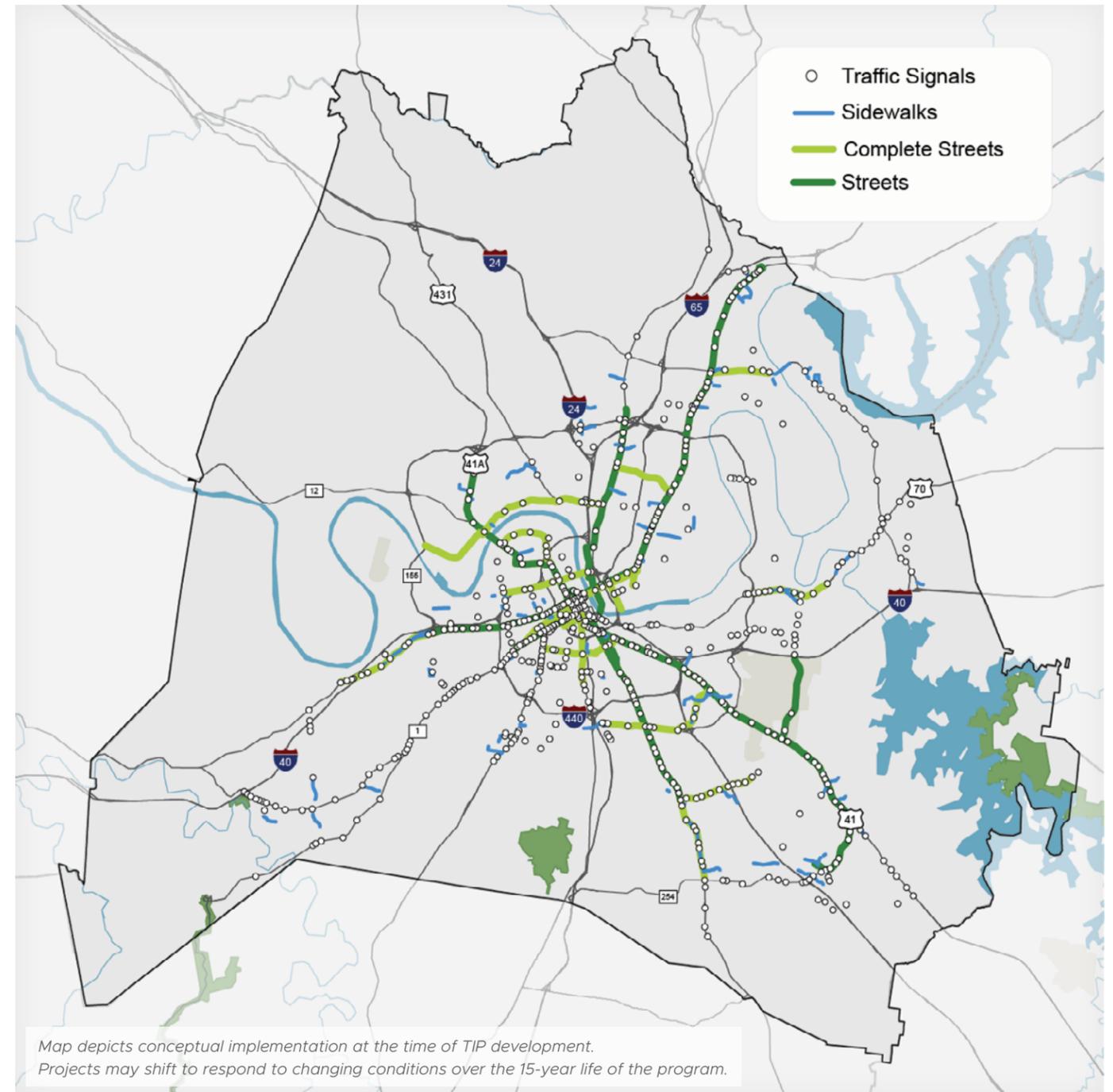


Figure 4: Sidewalks, Signals, Streets & Safety Overview

	Initial Cost	Recurring Cost
Sidewalks, Signals, Streets, and Safety	\$1.022 Billion	--

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.

Sidewalks

Sidewalks enable us to get where we need to go whether we're going down the street to the bus shelter or to the neighborhood park. This program element will connect Nashville's busiest neighborhoods to major routes and make walking safer along high-traffic areas. The TIP will enable NDOT to double the pace of sidewalk construction in Nashville by delivering upgrades to existing sidewalks and installing new sidewalks that fill gaps and add new connections. When combined with regular capital spending plans, the TIP would facilitate completion of the current Priority Sidewalk Network in WalkNBike Nashville, so that NDOT can start working on new sidewalk priorities. This program's sidewalk coverage includes new/upgraded sidewalks along the All-Access Corridors (you'll read about them later in this chapter).

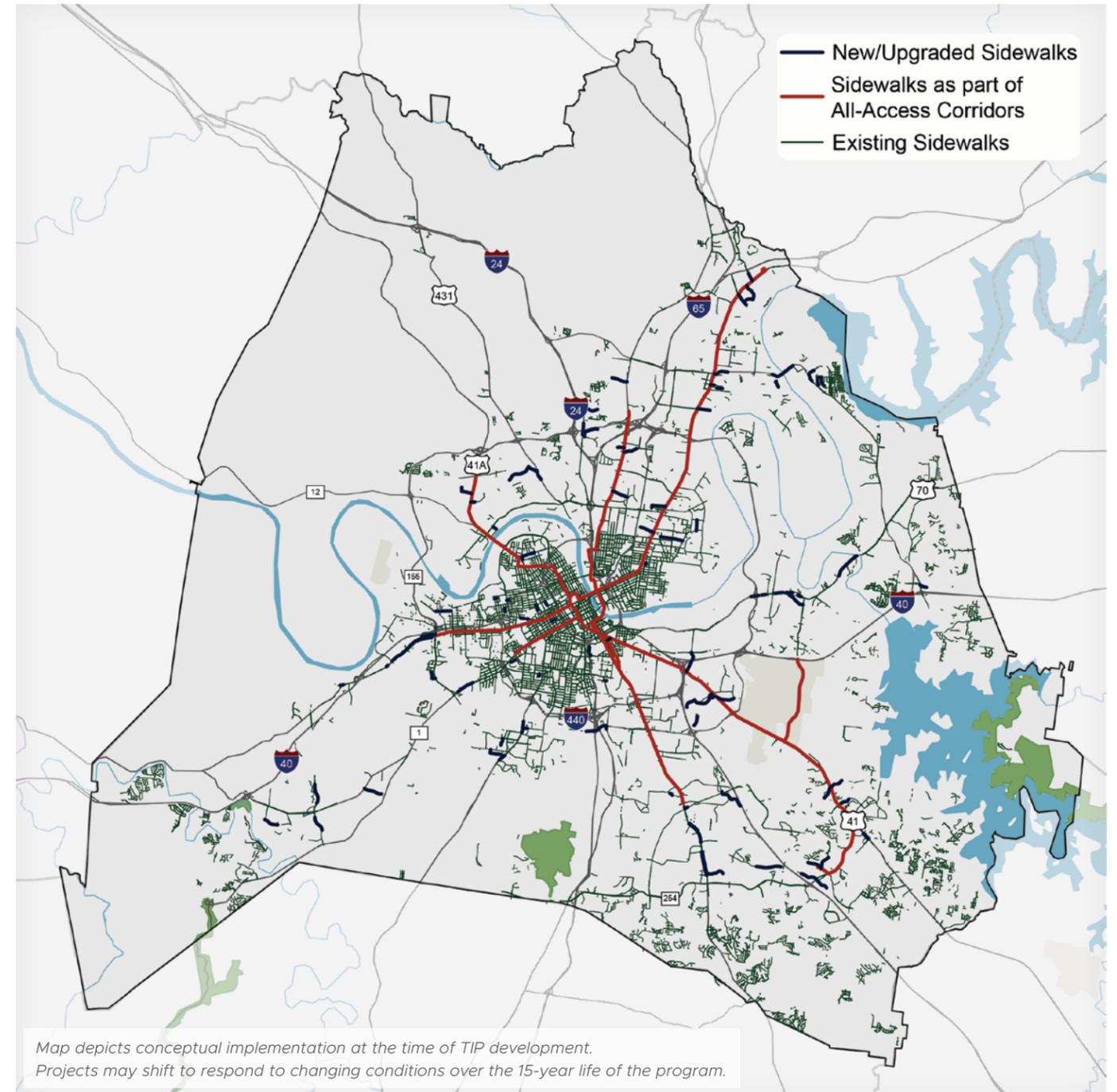


Figure 5: Proposed and Existing Sidewalk Network



Repairing damaged sidewalks are a proposed improvement included in the TIP



When our sidewalks are repaired or upgraded, we're helping Nashvillians move safely around our city

Signals

Just as your home might have a “smart thermostat,” modern transportation systems have “smart signals.” These modern devices optimize traffic cycles and improve traffic flow in real time, for instance, by keeping a light green just a bit longer to let more vehicles through an intersection. When connected to vehicles, a modern signal system can manage congestion and reduce bottlenecks for cars while moving buses through intersections quickly and efficiently.

The TIP proposes a significant investment in Nashville’s signal network along with upgrades to the new traffic management center (TMC) to make real-time adjustments that keep us moving. The TMC is a fully integrated control center built for active management of Nashville’s transportation network. Signal modernization along transit routes will allow both transit and emergency vehicles to have priority access at intersections, ensuring buses run on time and emergency responders safely and quickly reach their destination. These upgrades will increase reliability for all users, including passenger vehicles, allow streets to function smoothly, and adapt to daily needs during peak hours or frequent unplanned events, such as during traffic incidents. These updates will also include crucial investments for our differently-abled population, like push-to-cross buttons and audible “walk” and “don’t walk” cues to increase safety for all users.



The new Traffic Management Center will have even more upgrades coming in the TIP

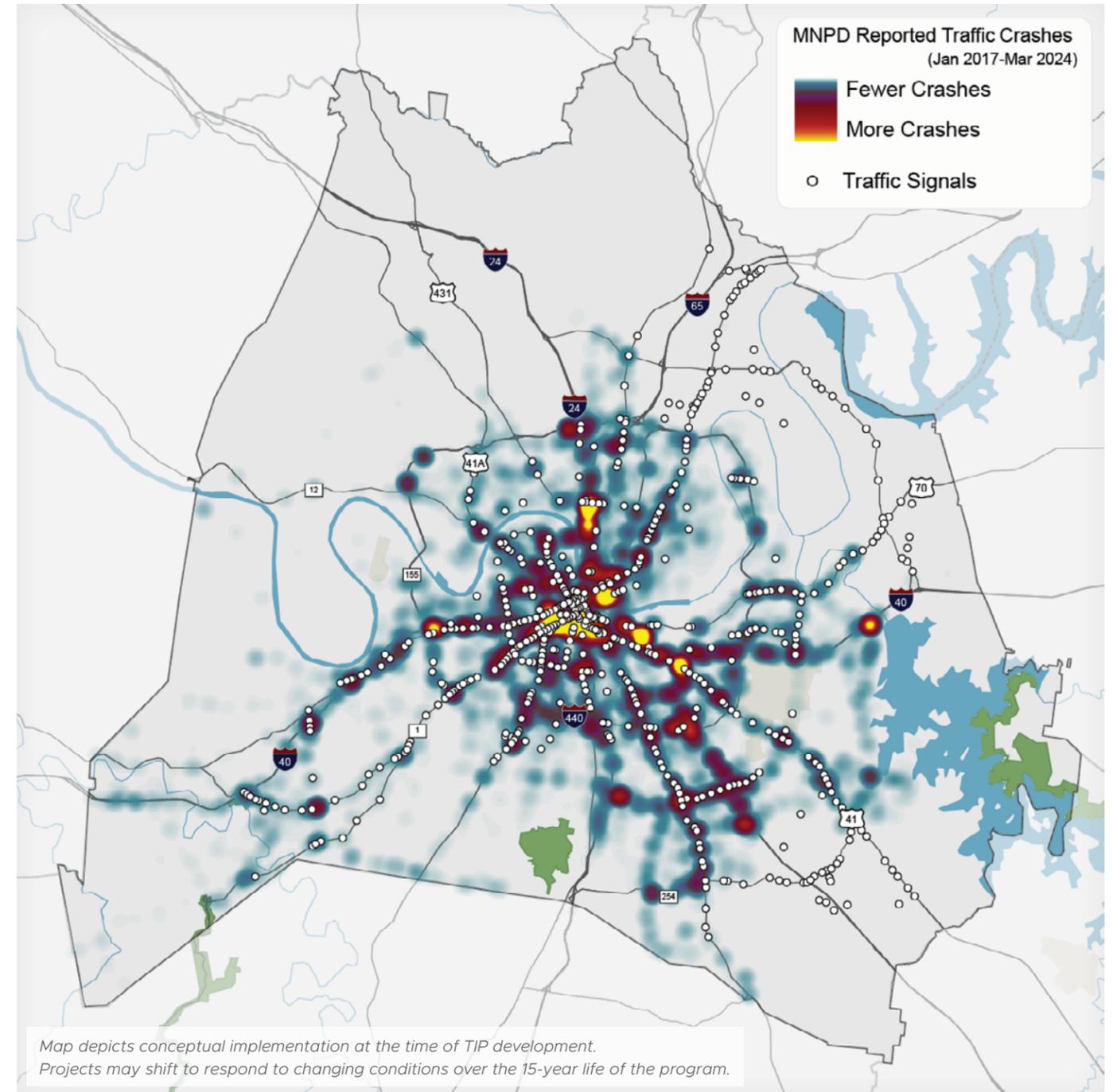
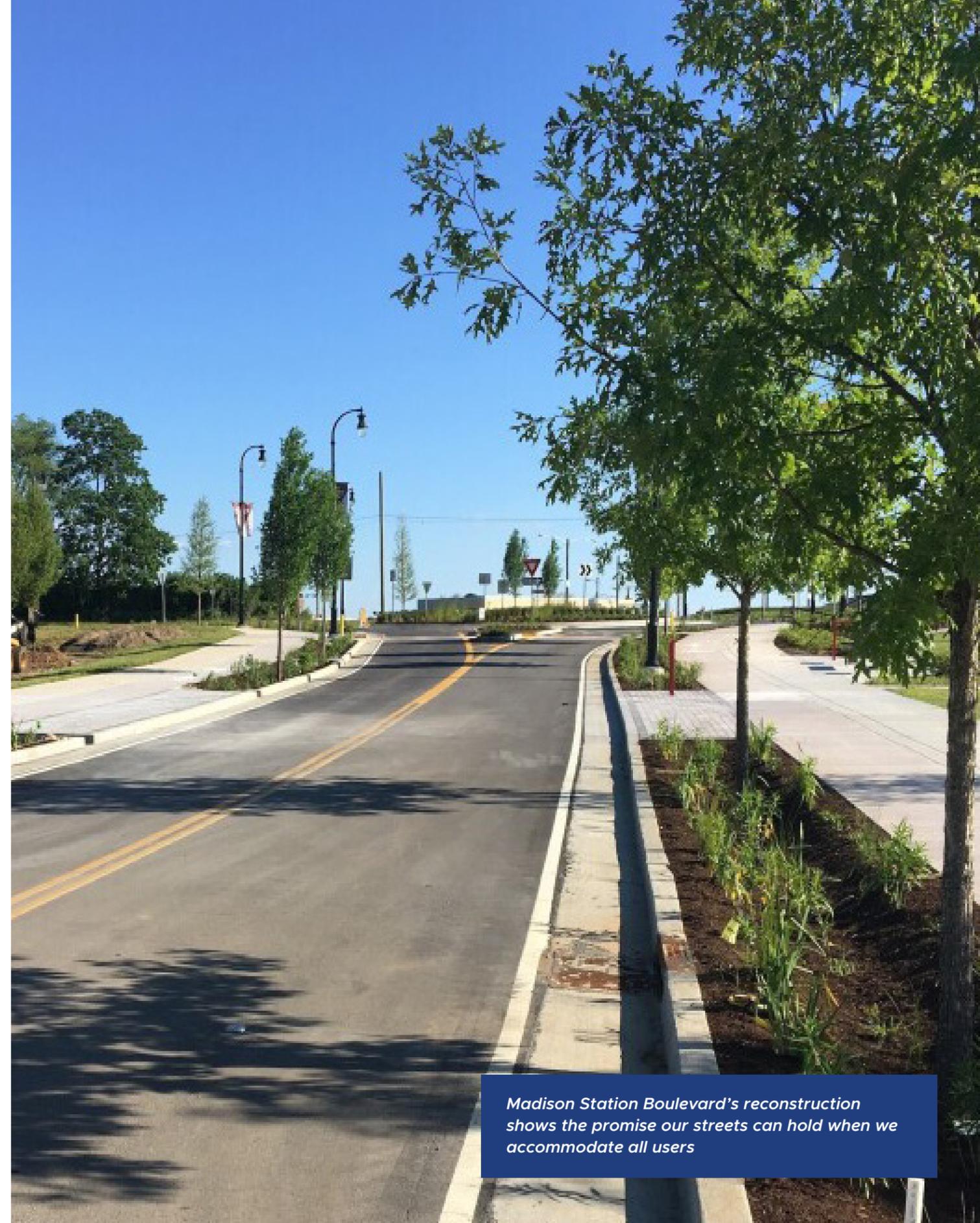
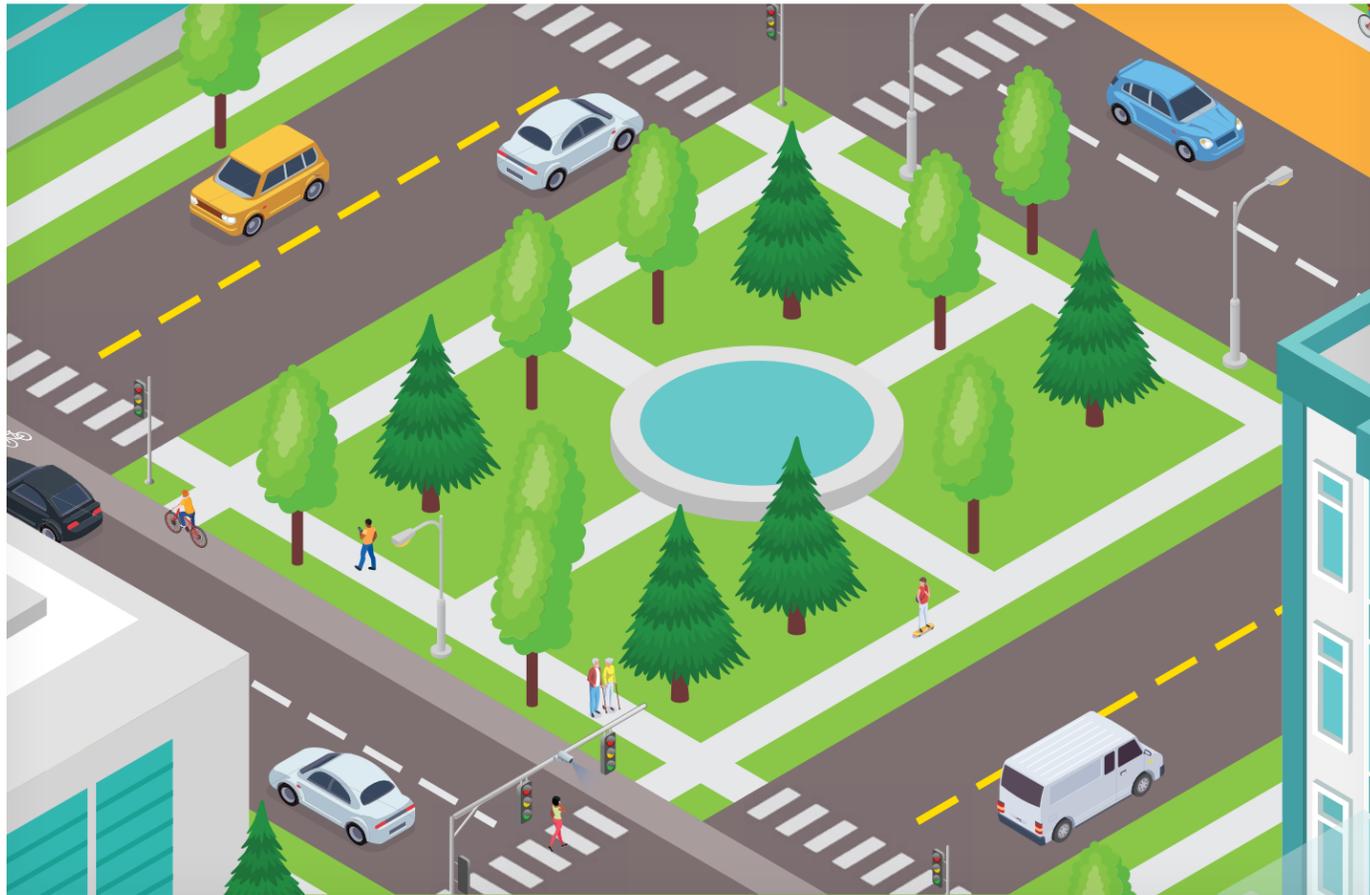


Figure 6: Proposed Traffic Signal Upgrades

Streets

Moving more people along the All-Access corridors (described later in this chapter) will involve investments in the actual streets on which vehicles travel. All of these investments will benefit drivers and transit users; a portion of investments are specifically geared towards delivering high-capacity transit.

The TIP recognizes how important streets and roadway investments are for all Nashvillians, whether they take a transit trip or not. We propose street reconstruction and renewal that will improve conditions for everyone, on board, on foot, or behind the wheel.



Madison Station Boulevard's reconstruction shows the promise our streets can hold when we accommodate all users

Safety

Safe streets means safety for all transportation modes; that's why the TIP proposes a robust program that will implement safety improvements for all roadway users. The proposed Complete Streets program aligns closely with Nashville's High-Injury Network, with street improvements, better intersections, and new/upgraded bikeways that will connect communities, improve access to transit, and help us on our way to Vision Zero.

Safety improvements also include upgrades to Nashville's TMC, facilitating better signal syncing with transit vehicles and with one another.

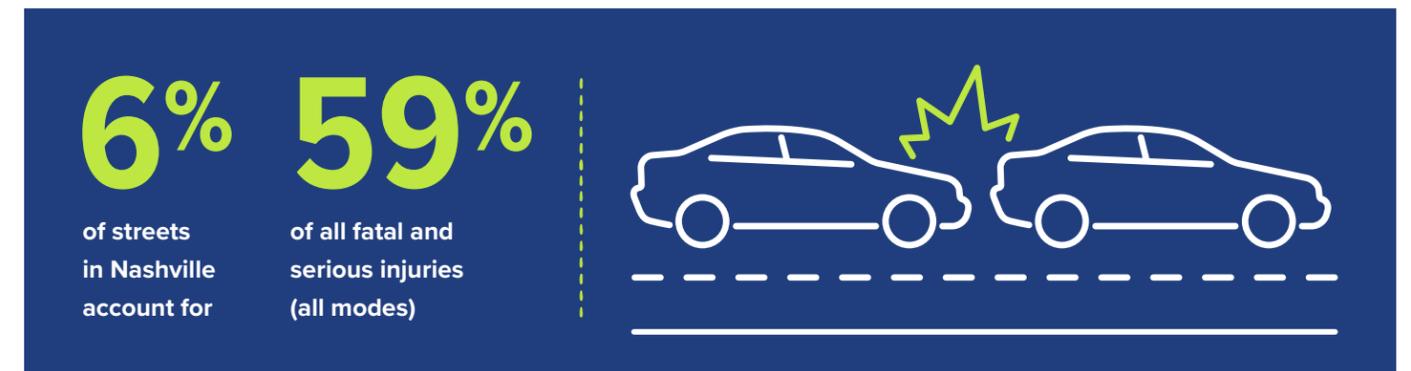


Complete Streets

The TIP includes 39 miles of transformative Complete Streets projects. These improvements will follow Nashville's "Green and Complete Streets" Executive Order which calls for streets that consider all users whether they walk, bike, take transit, or drive. Making these improvements helps foster a vibrant, healthy, equitable, interconnected, accessible, environmentally sustainable, and more livable region where everyone can move about safely, comfortably, and with dignity. Wherever possible, new street trees and green stormwater infrastructure will be incorporated, helping reduce urban heat islands, water pollution and flooding, and improving sustainability and resilience.

Vision Zero High-Injury Network

Nashville's Vision Zero Implementation Plan identified the most dangerous streets in the city, where people are frequently injured or killed in crashes. The TIP's focused investment on Nashville's dangerous corridors will use designs that reduce speeding and separate uses. They include 33 miles of the Vision Zero High Injury Network, in addition to 45 miles of High-Injury Network upgrades along the All-Access Corridors.



Bikeways

The TIP will also make significant improvements to Nashville's bikeway network by incorporating up to 35 miles of new or upgraded bike facilities identified as part of the WalkNBike Bikeway Network. These major protected bikeways are designed to be comfortable for all ages and abilities, enhancing multimodal access to destinations such as schools, parks, healthy food retail establishments, and public transit.



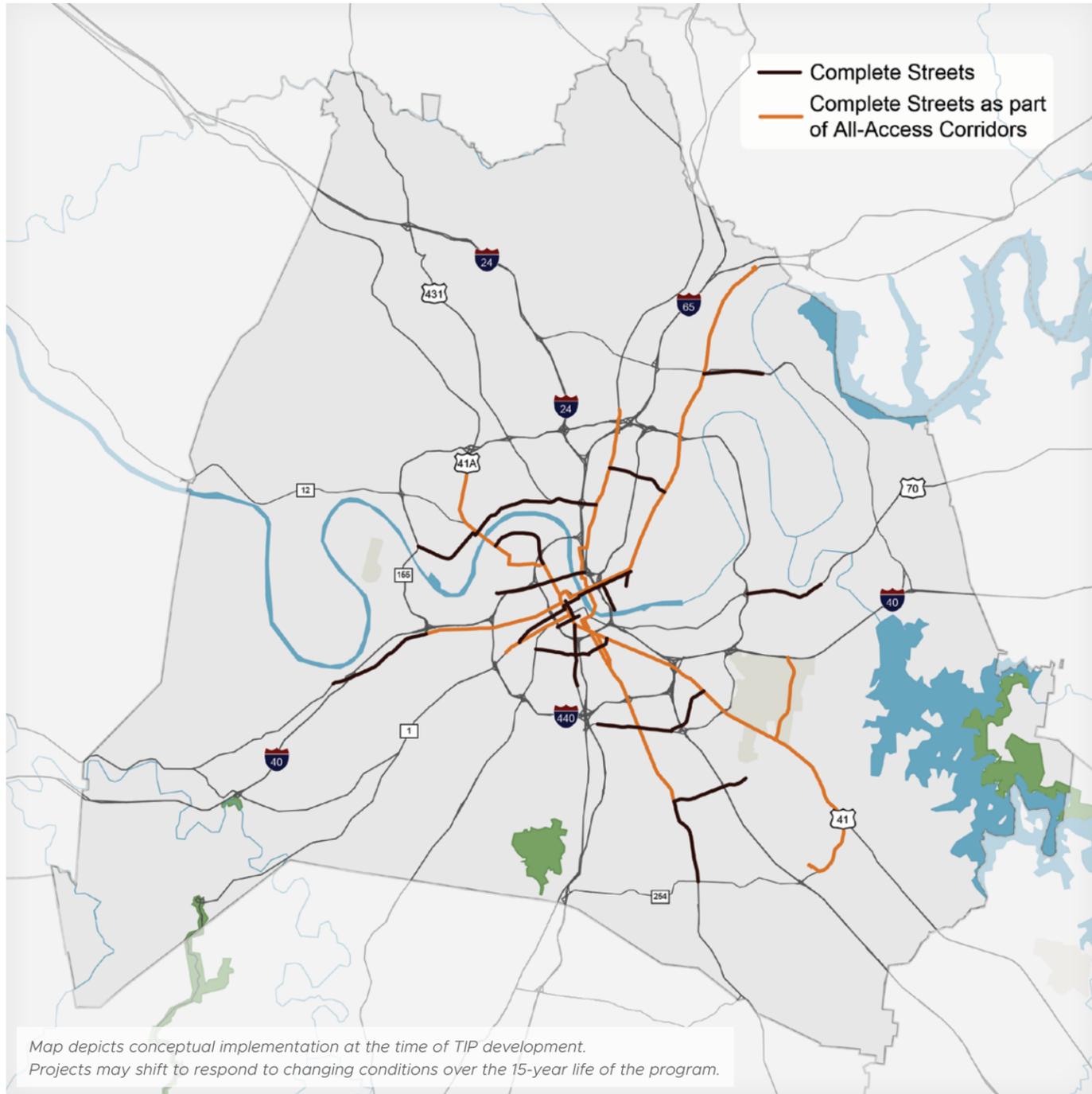
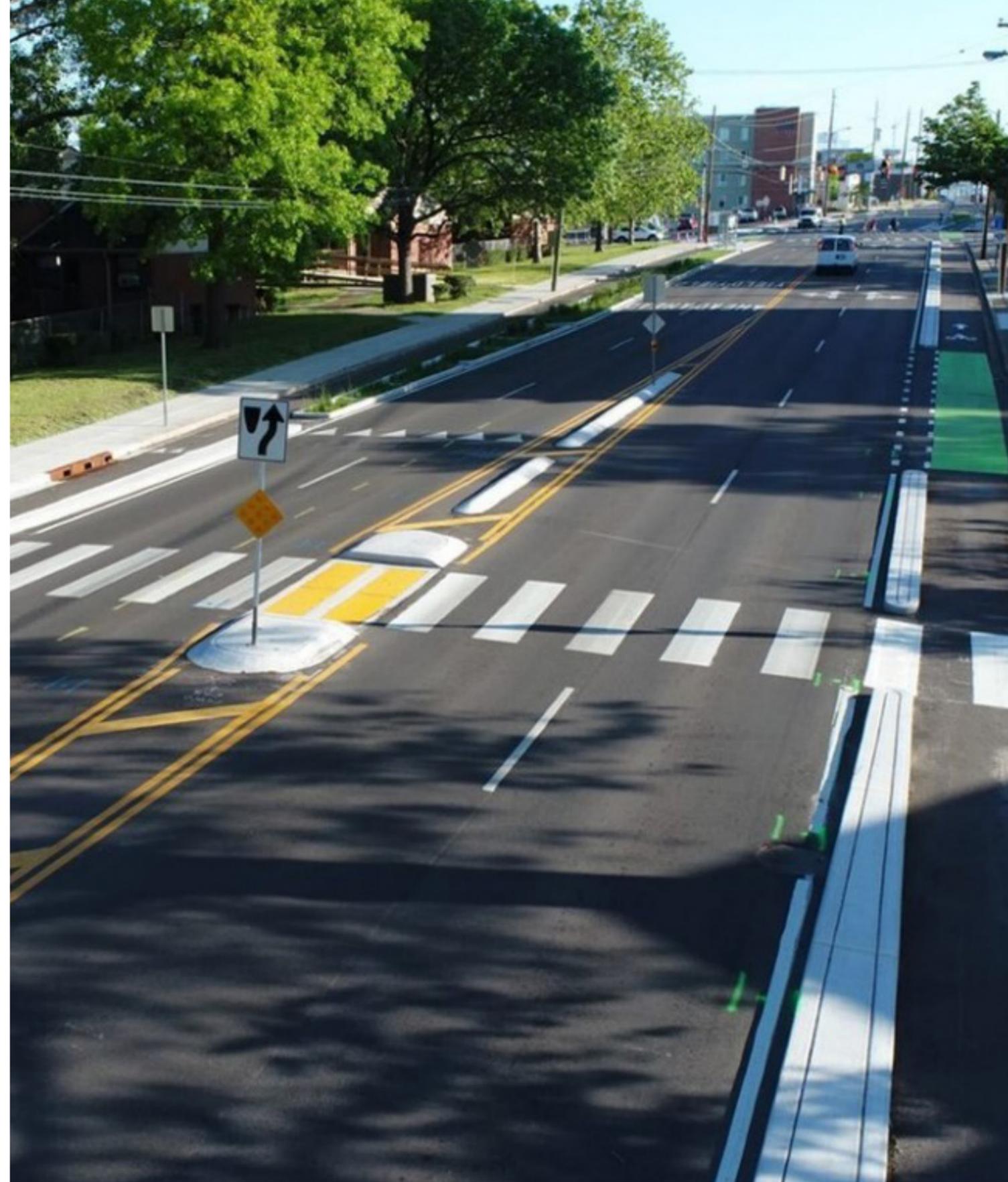


Figure 7: Proposed Complete Streets



12th Avenue South is Nashville's newest Complete Street

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.

Sidewalks	Signals	Service	Safety
•	•	•	•

Keeping Nashville Moving

We call these All-Access Corridors because upgrades along these routes improve service for everyone, whether you drive, ride, walk or roll. Nashville’s most heavily-traveled routes get it all: more frequent transit service, more sidewalks, improved signals, and safer travel conditions for all users. The TIP implements dedicated transit lanes for fast, reliable, convenient service on a majority of Nashville’s busiest corridors. Built with the future in mind, All-Access Corridors serve today’s demand and tomorrow’s increased ridership, making moving around Nashville more convenient and affordable.

By offering broader transportation options, the TIP aids those who are mobility-challenged and in different stages of their lives. People who walk will be able to reach more destinations safely and with a better quality of journey; current bicycle users will benefit not only from more miles of bikeway, but with better features and more connectivity to transit; all users will benefit from modernized traffic signals that respond to traffic demands; and a larger share of the Nashville residents, even those that are primarily auto users, will now have the option to try other modes that offer better service levels and more destinations. These improvements will empower more Nashvillians to be able to choose how they get around the city as their needs change. Choice is power.

Once implemented, Nashvillians will have:



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



Less stop and more go, with infrastructure that keeps vehicles moving rather than stuck in traffic and gives transit vehicles dedicated infrastructure to keep those vehicles – and our community – on the go.

Nashvillians can look forward to saving:



Transit trips that save you time during peak traffic

12 min

Pie Town/Rutledge Hill to Global Mall

9 min

East Bank to Rivergate Walmart

6 min

Nissan Stadium to Skyline Walmart

4 min

Rosa L. Parks Blvd to Vanderbilt University

7 min

Tennessee State Capitol to White Bridge

10 min

Elizabeth Duff Transit Center to Bordeaux/Haynes Park

All-Access Corridors include Nashville’s most heavily used pikes and roadways which carry 80% of Nashville’s transit ridership. The focus for these corridors will be on improving travel time consistency throughout the day, reducing the impacts of traffic on transit vehicles, and increasing bus service frequencies.

We propose running transit service on the All-Access Corridors every 15 minutes or better, so riders can expect “walk up service” and don’t have to plan their lives around a schedule to get where they want to go, when they want to get there.

We’re being thoughtful and responsible with these investments and taking into account the years of planning already completed. Each corridor has a combination of investments: in some places resurfacing and lane striping will

be all that is needed, while in other areas, fully reconstructed roadways with new lanes for high-capacity transit will make all the difference in the world. Additional engineering will need to be conducted on a corridor-by-corridor basis with community feedback to determine final design.

All-Access Corridors include a high-frequency bus line with strategically located dedicated transit-only lanes, ensuring increased service reliability for passengers. These routes have more frequent service times and higher quality stop/station amenities than standard bus routes. These corridors will include transportation upgrades for pedestrians and cyclists and signal upgrades, including transit signal priority that allows buses to move through intersections quicker than cars and new or upgraded sidewalks within a 1/4- or 1/2-mile.



All-Access Corridors feature safety upgrades like these HAWK signals on Dickerson Pike

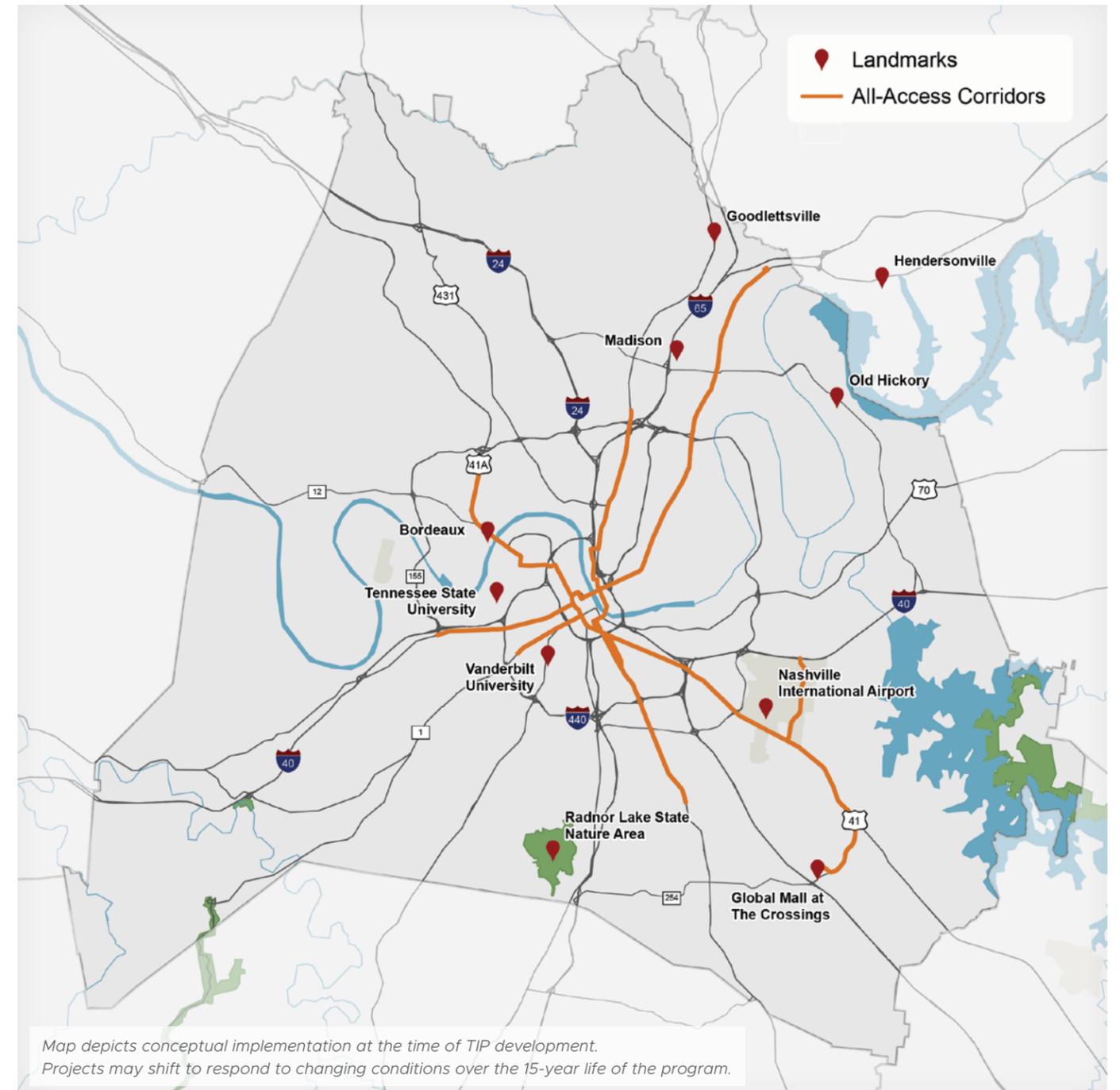


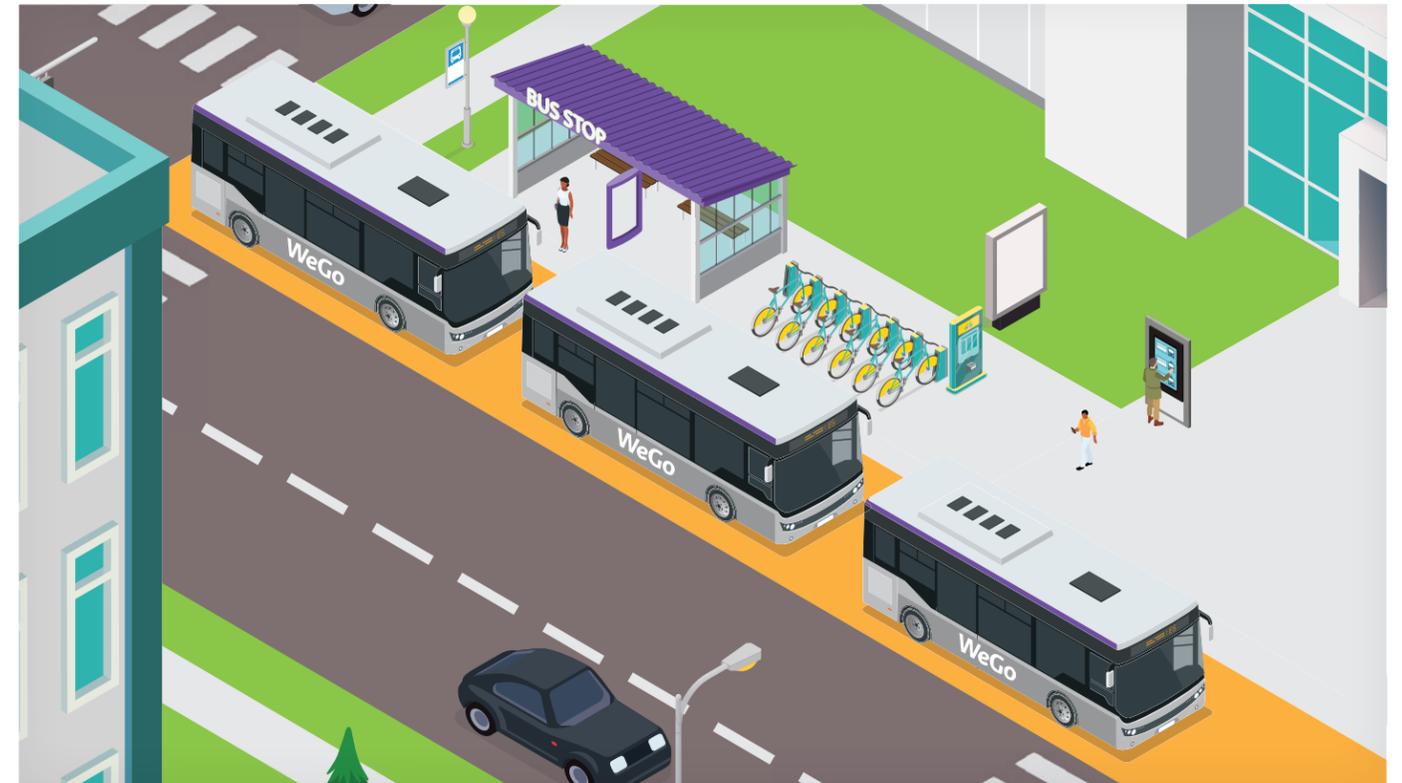
Figure 8: Proposed All-Access Corridor Projects

	Initial Cost	Recurring Cost
All-Access Corridors	\$1.352 Billion	–

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.

Name	Length	Description
Murfreesboro Pike Corridor	13.75 miles	Pie Town/Rutledge Hill to Global Mall via Murfreesboro Pike, with spur to Nashville International Airport via Donelson Pike
Gallatin Pike Corridor	11.2 miles	East Bank to Rivergate Walmart via Gallatin Pike
Dickerson Pike/East Bank Corridor	6.25 miles	Nissan Stadium to Skyline Walmart via Cowan St., Cleveland St. Bridge, and Dickerson Pike
Nolensville Pike Corridor	7.1 miles	Pie Town/Rutledge Hill to Walmart Supercenter shopping complex via Nolensville Pike
West End Corridor	2.25 miles	Rosa L. Parks Blvd to Vanderbilt University via Broadway/West End Ave
Downtown - Westside	2.18 miles	Downtown connection between Elizabeth Duff Transit Center and SoBro via James Robertson Pkwy, Rosa L Parks Blvd, and Lafayette St
Downtown - East Bank	1.5 miles	SoBro to East Bank via Gateway Bridge
Downtown - James Robertson	0.62 miles	Elizabeth Duff Transit Center to East Bank via James Robertson Pkwy
Charlotte Pike Corridor	3.75 miles	Tennessee State Capitol to White Bridge via Charlotte Ave/Charlotte Pike
Bordeaux/Clarksville Pike Corridor	5.38 miles	Elizabeth Duff Transit Center to Bordeaux/ Haynes Park via Clarksville Pike, Rosa L Parks Blvd, and Buchanan St.

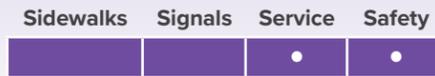
Table 4: Proposed All-Access Corridors



Proposed All-Access Corridors will feature high-frequency transit and increased safety for all users

WeGo Essentials

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



A System That Looks and Feels Modern

Our transportation infrastructure will be modern, clean, attractive, and perceived as a community benefit. It will be easy and safe to park your car and hop on a bus to see a Titans game. Neighborhoods will have newly built and cleverly design transit centers and, in

some instances, coupled with community parks and high-quality homes that are affordable and attractive. All of this is part of our TIP.

In recent years, WeGo has made steps toward modernizing our transit infrastructure. However, more work is needed to deliver a system that addresses our demand today and prepares us for the future.

Once implemented, Nashvillians will have:



Strategically located transit centers that connect various routes while also offering quality amenities



Improved fare structuring, accessible through QuickTicket



New park-and-ride facilities along high-capacity corridors

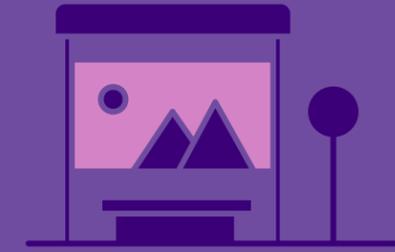


Modern, clean, attractive bus facilities

Nashvillians can look forward to:



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



18% of bus stop improvements near high concentrations of households without a vehicle



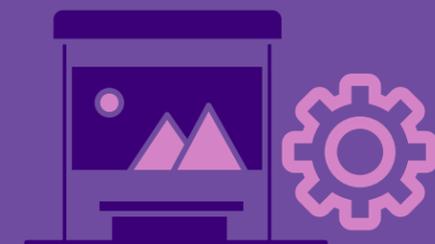
2/3 of transit centers in historically underrepresented communities



Bus garages ready for the transition to zero-emissions vehicles



More buses to support more service



64% of bus stop improvements in historically underrepresented communities

The WeGo Essentials program element proposes to deliver the essential infrastructure required for WeGo to deliver the transit network that Nashville needs and deserves. These essentials include bus stop upgrades, transit centers, park and rides, and the garages to hold and maintain WeGo’s fleet of modern buses. Essentials also include the vehicles themselves; with more frequent service, WeGo will need more buses and will need to continue to replace vehicles as they reach maximum age.



WeGo Essentials

285 New or Upgraded Bus Stops

12 New Transit Centers

17 Park and Rides

2 Bus Garages: One New, One Renovation

65 Buses

Bus Stop Upgrades

Waiting for a bus can and should be a dignified and pleasant experience. We believe that every transit rider in Nashville deserves basic shelter from the elements. We also know that other cities go beyond basic shelter to offer customer amenities such as real time arrival/departure information, charging ports, and even infotainment. Nashvillians deserve better, so the TIP includes upgrades to 285 bus stops with a variety of improvements, based on what each stop needs. The range of potential upgrades includes critical safety upgrades such as improved street lighting to physical upgrades to the bus shelter including protection from the elements, seating, and real-time location tracking for buses.

Table 5: WeGo Essentials

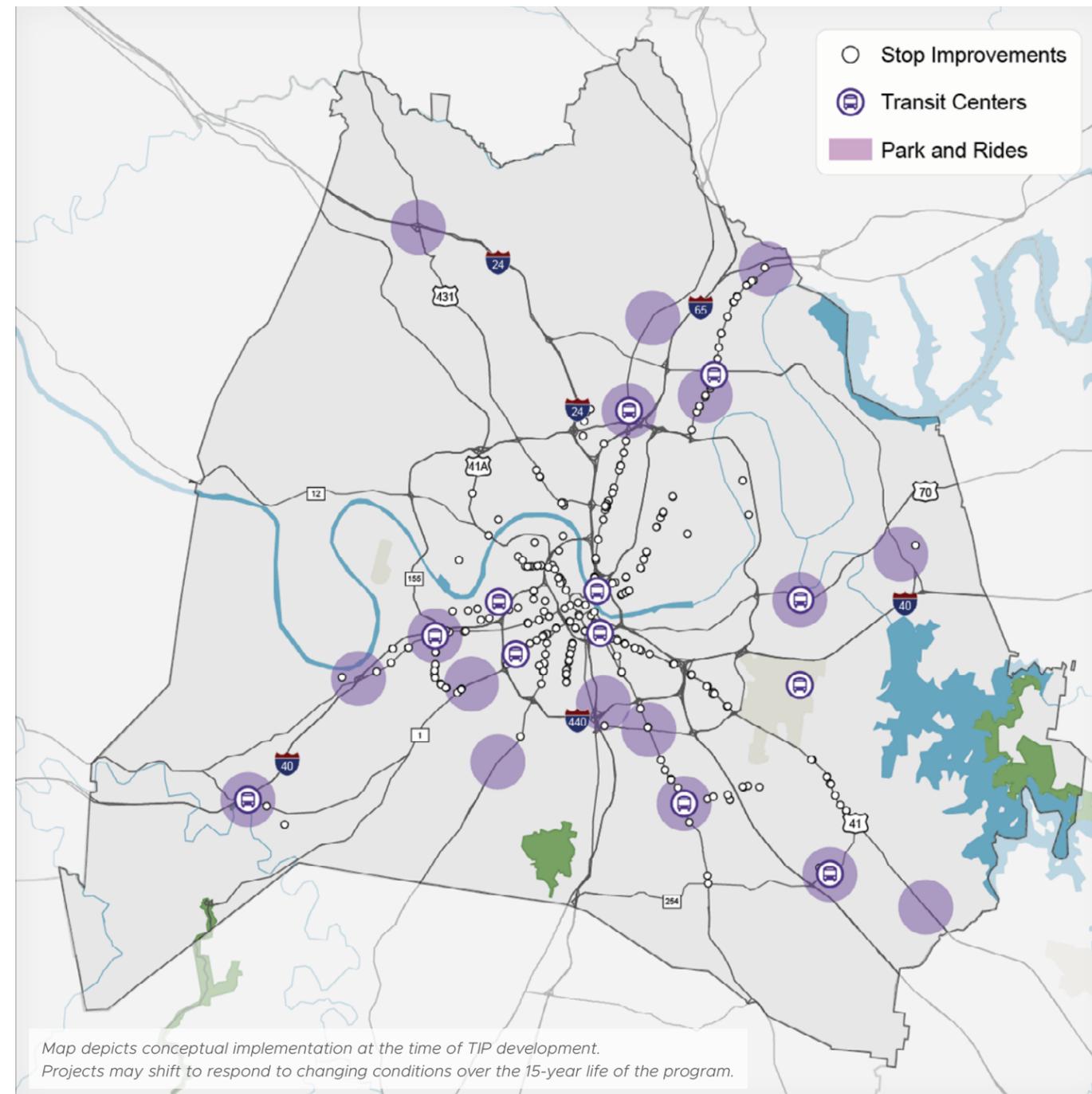


Figure 9: Proposed WeGo Essentials

	Initial Cost	Recurring Cost
WeGo Essentials	\$653 Million	–

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.

Transit Centers

Yesterday's transit network assumed that customers needed to only travel from their homes to downtown. Today's travel patterns say just the opposite – residents need to travel from neighborhood to neighborhood and need a transit network that makes that trip seamless, even if trips never travel downtown. We've been anticipating these needs by delivering transit centers such as Hillsboro Transit Center and the soon-to-be operational Dr. Ernest Rip Patton, Jr. North Nashville Transit Center, which help riders make neighborhood-to-neighborhood trips and provide everyone with more essential amenities. As new Transit Centers come online, bus service in areas of Nashville will shift similar to the changes to service operations out of the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center. More of these strategically located transit centers, coupled with route frequency improvements, can allow for a transit system that provides better access to all of Nashville.

The TIP proposes dramatically expanding the presence of these transit centers – envisioning 12 of them throughout Nashville and Davidson County by 2032. Nashvillians can expect comfortable civic infrastructure – think of them as mobility hubs – that promote multi-modal connections to transit, bikeshare, parking, and rideshare and include restrooms, vending machines, climate-controlled waiting areas, real-time arrival information, ticket vending machines, exterior waiting areas,

phone charging stations, and Wi-Fi. These transit centers will be well-designed with site improvements such as sidewalks, pedestrian crossing, lighting, and landscaping. Adjacent areas to the transit centers will also include sidewalk and intersection improvements, and may eventually include housing, parks, retail, or other community benefits.

The program envisions five types of transit centers:

- **Downtown Transit Centers** are larger buildings and accommodate six to eight bus bays. They are located in downtown Nashville and can accommodate air rights development above the transit center.
- **Neighborhood Transit Centers** are smaller buildings with two to three bus bays. They are located approximately five miles outside of downtown Nashville.
- **On-Street Transit Centers** are similar to neighborhood transit centers but are located at the curb rather than set back off of the street.
- **Regional Transit Centers** are located farthest from downtown Nashville and range in size from two bus bays to 10 bus bays.
- **Airport Transit Center Upgrade**, which will include two to three bus bays and passenger amenities.



Proposed Transit Center at the Global Mall



Dr. Ernest Rip Patton, Jr. North Nashville Transit Center

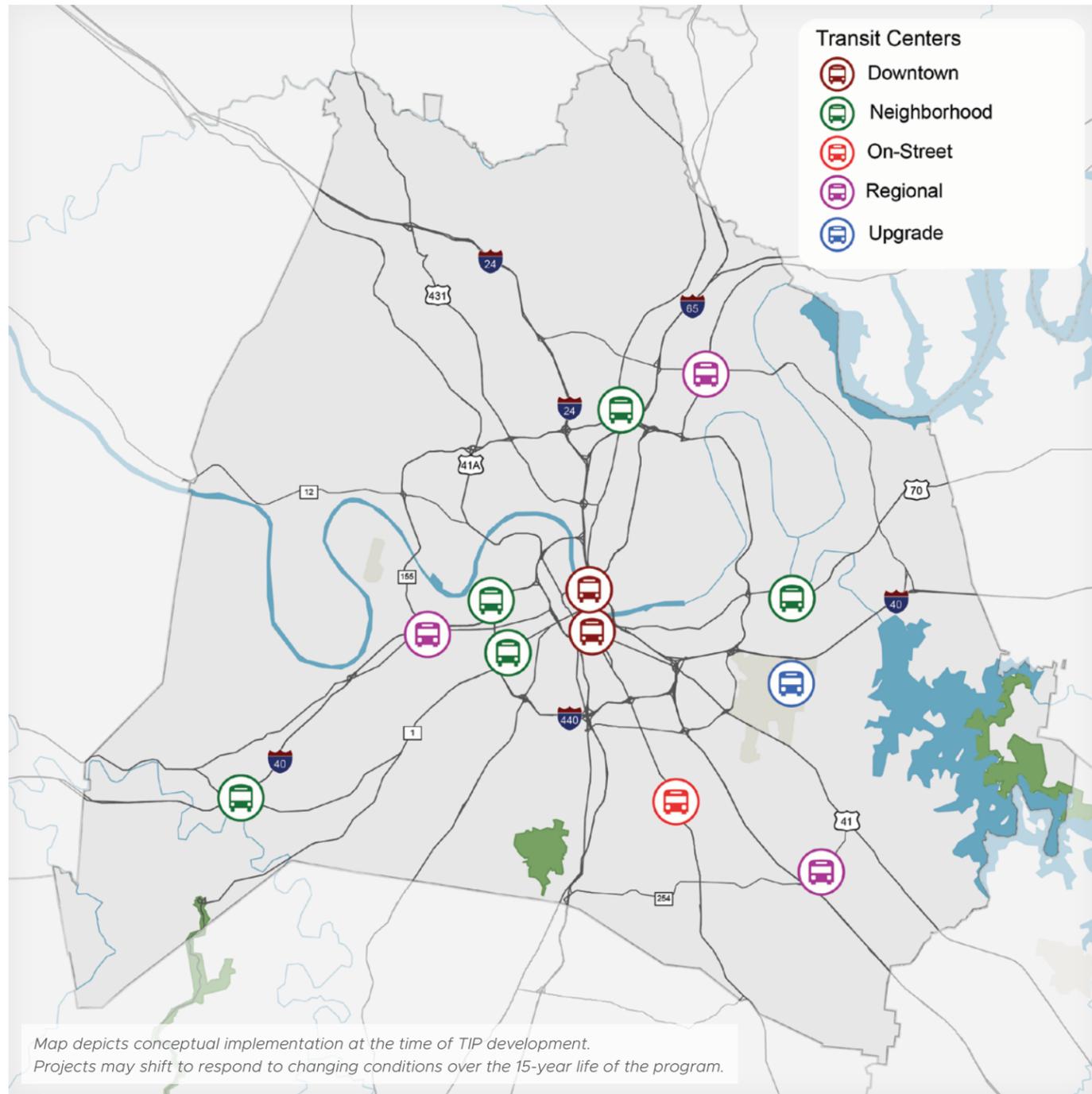


Figure 10: Conceptual Locations for Future Transit Centers

Transit Center	Routes Served	Description
SoBro (Downtown)	55, 52, 4, 23, 18, 8, 6, 84, 86	Street-level bus facility with six to eight bus bays, structured parking, and 6,000 square foot building for passenger amenities.
East Bank (Downtown)	56, 23, 50, 22, 34, 87, 89, 94	Street-level bus facility with six to eight bus bays, structured parking, and 6,000 square foot building for passenger amenities.
Antioch (Regional)	55, new regional express, new connector	Street-level bus facility with eight to 10 bus bays, a mix of structured and surface parking with air rights development above, and 4,000 square foot building for passenger amenities.
West Nashville (Regional)	3, 50	On or off-street facility with two to three outdoor bus bays, canopies, surface parking, and 1,000 square foot building with passenger amenities.
Madison (Regional)	56, 76, 79	On or off-street facility with four to six outdoor bus bays, canopies, a mix of structured and surface parking, and 1,000 square foot building with passenger amenities.
Nolensville (On-Street)	52, new crosstown	On-street facility with two to three outdoor bus bays, canopies, surface parking, and 1,000 square foot building with passenger amenities.
Donelson (Neighborhood)	6, WeGo Star, new airport to Opry Mills route	On or off-street facility with four to six outdoor bus bays, canopies, structured parking, and 1,000 square foot building with passenger amenities.
TSU (Neighborhood)	29, 77	On or off-street facility with two to three outdoor bus bays, canopies, surface parking, and 1,000 square foot building with passenger amenities.
Skyline (Neighborhood)	23, 79, new Goodlettsville connector	On or off-street facility with five outdoor bus bays, canopies, structured parking, and 1,000 square foot building with passenger amenities.
Vanderbilt Center (Neighborhood)	3, 7, 75, 87, 95, 93	Transit Center integrated into the Vanderbilt campus with five outdoor bus bays and 1,000 square foot building with passenger amenities
Bellevue (Neighborhood)	3, 88, 70	On or off-street facility with three to four outdoor bus bays, canopies, surface parking, and 1,000 square foot building with passenger amenities.
Airport Station Upgrades	55, 18	Upgrades to existing site to include two to three bus bays and passenger amenities.

Table 6: Proposed Transit Centers

Bus Garages

Bus garages are the home and hospital of a bus fleet – critical storage and maintenance facilities for transit vehicles. WeGo doesn’t have enough bus garage capacity for its current service, much less for the expanded service of tomorrow. As such, the TIP proposes constructing modern, neighborhood friendly bus garages that will enable the service expansion imagined in this program. WeGo’s one major facility – Nestor Garage – is woefully in need of repair and needs to be overhauled just to keep our fleet working for you. Meanwhile, the promise of additional service means the need for more fleet, and we proactively fund this need so that we can store and service the vehicles you need for the transportation you deserve.

The TIP proposes to fund not only the rehabilitation or replacement of the existing Nestor Garage, but also the creation of a new bus facility to accommodate the larger fleet that will be needed for increased transit service throughout Nashville. New and upgraded bus garages will be designed to accommodate a future fleet of zero emission buses.



The TIP will help our bus garages grow along with our fleet

Park and Ride Facilities

Walking to a bus stop is great if you live within walking distance of the stop, but many Nashvillians may need to use Park and Ride facilities instead, where they’ll drive or take WeGo Link to the Park and Ride first. Plentiful and well-designed Park and Ride facilities will be located near high-capacity transit routes, making it easier to choose to take transit into the city for those who don’t live near a bus route.

The TIP proposes to fund park and ride facilities along 10 major pikes, including selected transit centers, each with 100 to 200 parking spaces each. These park and rides will be designed in context sensitive fashions so that they are an aesthetic fit within their neighborhoods but serve the purpose of giving drivers a compelling transit alternative to continue their journeys. Table 7 provides more information about the proposed park and rides, noting that the general locations are conceptual and will require additional site assessments to determine exact placement.

Park and Ride Facilities and Potential for Regional Connections	
Antioch Transit Center Potential connections to Lavergne, Smyrna, Murfreesboro	Hillsboro Corridor/Burton Hills Potential connections to Brentwood, Franklin, Spring Hill
Joelton Potential connections to Pleasant View, Clarksville, Springfield	Gallatin Corridor/Rivergate Potential connections to Hendersonville, Gallatin, Greenbrier
Bellevue Transit Center Potential connections to Kingston Springs, Dickson	Murfreesboro Corridor/Antioch Potential connections to Lavergne, Smyrna, Murfreesboro
8th Avenue South Corridor/Berry Hill Potential connections to Brentwood, Franklin	Lebanon Corridor/Hermitage Potential connections to Mt. Juliet, Lebanon
West Nashville Transit Center	West End Corridor
Nolensville Transit Center	Charlotte Corridor/White Bridge
Dickerson Corridor/Skyline	Nolensville Corridor/Harding Place
Skyline Transit Center	Donelson Transit Center
Madison Transit Center	

Table 7: Proposed Park and Ride Facilities

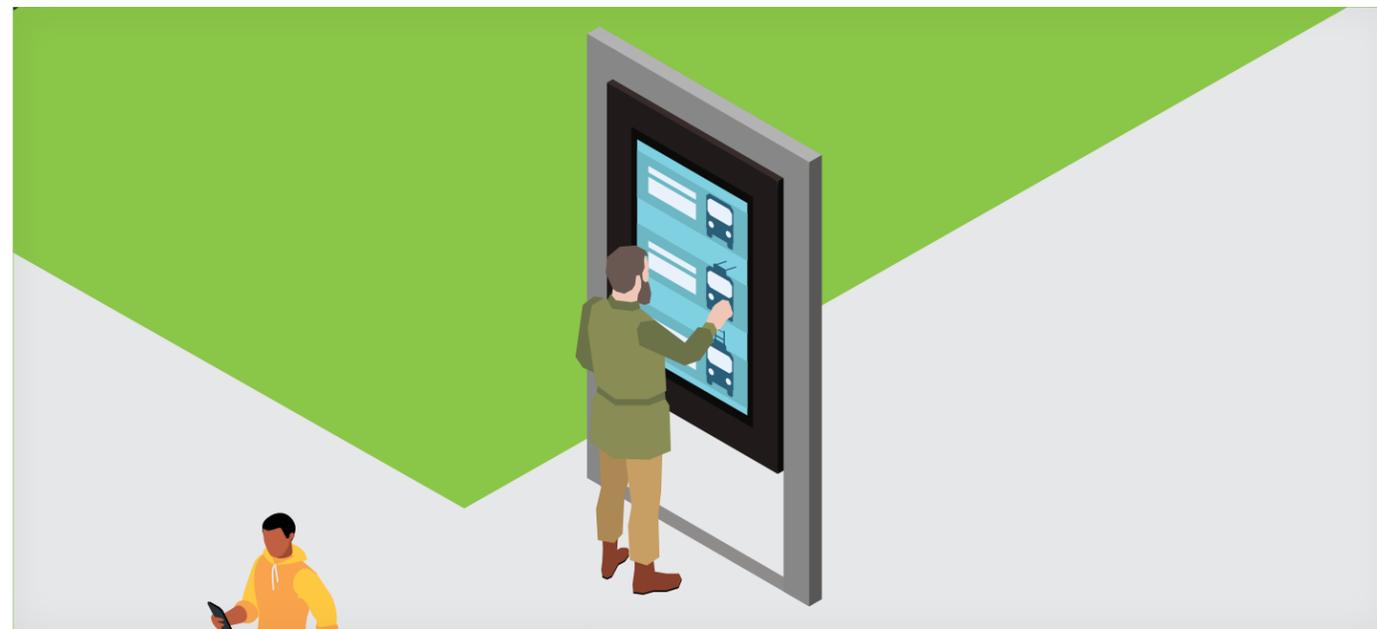
Continued Fare Modernization

The world's leading transit systems have evolved digital systems for fare payment, and Nashville has been at the forefront of this movement. WeGo invested in the development and deployment of QuickTicket, which allows riders to pay for their fare using a reloadable card, smartphone app, or non-reloadable ticket on all WeGo routes, services, and vehicles. The TIP proposes to take technology to the next level and maximize the power of this tool by making the software and hardware investments necessary for easier QuickTicket integration into the region's transit system. This would give Nashville transit users a truly seamless, regional fare payment ecosystem that could work on all regional transit and eventually companion mobility services like bikeshare, scootershare, commuter rail, and potentially parking.

The TIP also proposes to develop and deploy innovative fare structures that both offer added

convenience to today's travelers and make it more affordable for our most vulnerable populations to take a transit trip. We propose investing in software and back-end upgrades that can allow us to deliver means-tested fare subsidies for our riders who need them most. Residents who qualify would be eligible for reduced fares, which could automatically be associated with their QuickTicket account, mobile wallet, or non-digital fare media. The TIP therefore helps everyone get on board transit, especially those who could benefit the most.

The proposed fare infrastructure upgrades will also enable attractive fare programs. For instance, we could offer Friends and Family pricing, where groups could receive discounts when traveling together. We could also offer unique promotional fares, such as frequent traveler programs, mileage accrual rewards programs, and fun incentives programs that make it compelling to switch from driving to transit.



Fleet

The way we take care of our bus fleet is similar to how you might take care of your car. Each vehicle has its own lifecycle for maintenance and repairs – the older it is, the more maintenance it will need, and eventually it will need replacing. The average lifespan of a bus is approximately 12 years, but as we know with cars, that number isn't always the same vehicle to vehicle. Given the number of bus vehicles in a fleet, taking care of them all is as much a planning exercise as a maintenance one. Since this TIP proposes increasing bus service, we'll also need to increase the number of vehicles in our transit fleet to accommodate the extra service. The TIP would fund the purchase of 65 vehicles. These new vehicles will help us provide the service upgrades we discuss in this document, including increased service frequency and new routes. Using TIP funds to purchase new vehicles frees up other funding sources to help us transition to zero emission vehicles.



WeGo Service Enhancers

Improved transit service through increased frequency, shorter waiting times, and later service hours, with new routes that will connection more destinations more efficiently



Shorter Wait Times for Your Ride

Building new infrastructure and laying out new service lines is one thing, but Nashvillians lead busy lives, and most don't have the luxury of waiting around for a bus that comes only once an hour or stops running at night or on weekends. Without frequency, the transit system isn't convenient enough to be desirable, and we end up in the cycle of more vehicles carrying fewer people, who are forced to make other,

more expensive choices about how to get around.

That's why we are committing significant resources to ramping up the frequency of the transit network. The TIP proposes an **80% increase in overall service hours**, meaning more available transportation options at more times of day for those who need it most – and those who will now want to use it.

Once implemented, Nashvillians will have:



High-frequency daily service hours that more than double what is available today



Local Service, Crosstown Routes and Connectors that improve connectivity between routes and services



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

Nashvillians can look forward to



80% of new routes walkable to historically underrepresented communities



100% of frequent service routes walkable to high concentrations of zero car households



80% increase in total bus service hours



Decreased wait times for high ridership routes



On average, a 12-minute shorter wait for the #6 - Lebanon Pike Route



An additional 6.5 hours of service each day on the #8 – 8th Avenue South Route

In urban transit, frequency is freedom. Frequency is how buses approximate the freedom that's inherent in your car or bike. Frequency also governs waiting, which is everyone's least favorite part of using transit. Finally, frequency determines how well transit lines can fit together into a network, so that you can go anywhere easily, not just to points on one line. In cities like Nashville, and anywhere encouraging more mobility choices, transit needs to be there all day, for all of life's purposes, running frequently enough to make it desirable.

We know that Nashville's service frequency currently doesn't meet the "freedom" standard, and that's why the TIP includes WeGo Service

Enhancers that will increase service and decrease waiting times. Upgrades will be made to the frequent service network and local bus service, bringing them closer in line with the service in peer cities. The corridors listed in this chapter are candidates for service frequency improvements, and implementation locations and time frames will be dependent on operator and vehicle availability, ridership trends, and additional analysis. We also know there are places you want to go via transit that aren't possible today, so we're adding new routes and extensions as well as express and regional service routes. STAR and WeGo Access services will also receive access upgrades and system improvements.

WeGo Service Enhancers
2x as much Frequent Service
1.6x as much Local Service
1.7x more crosstown and connector routes
4 new Express Routes
Ready for Regional Connections
Evenly spaced WeGo STAR service
1.3x as much WeGo Access Service

Table 8: Proposed WeGo Service Enhancers



Frequent service means you never need a bus schedule

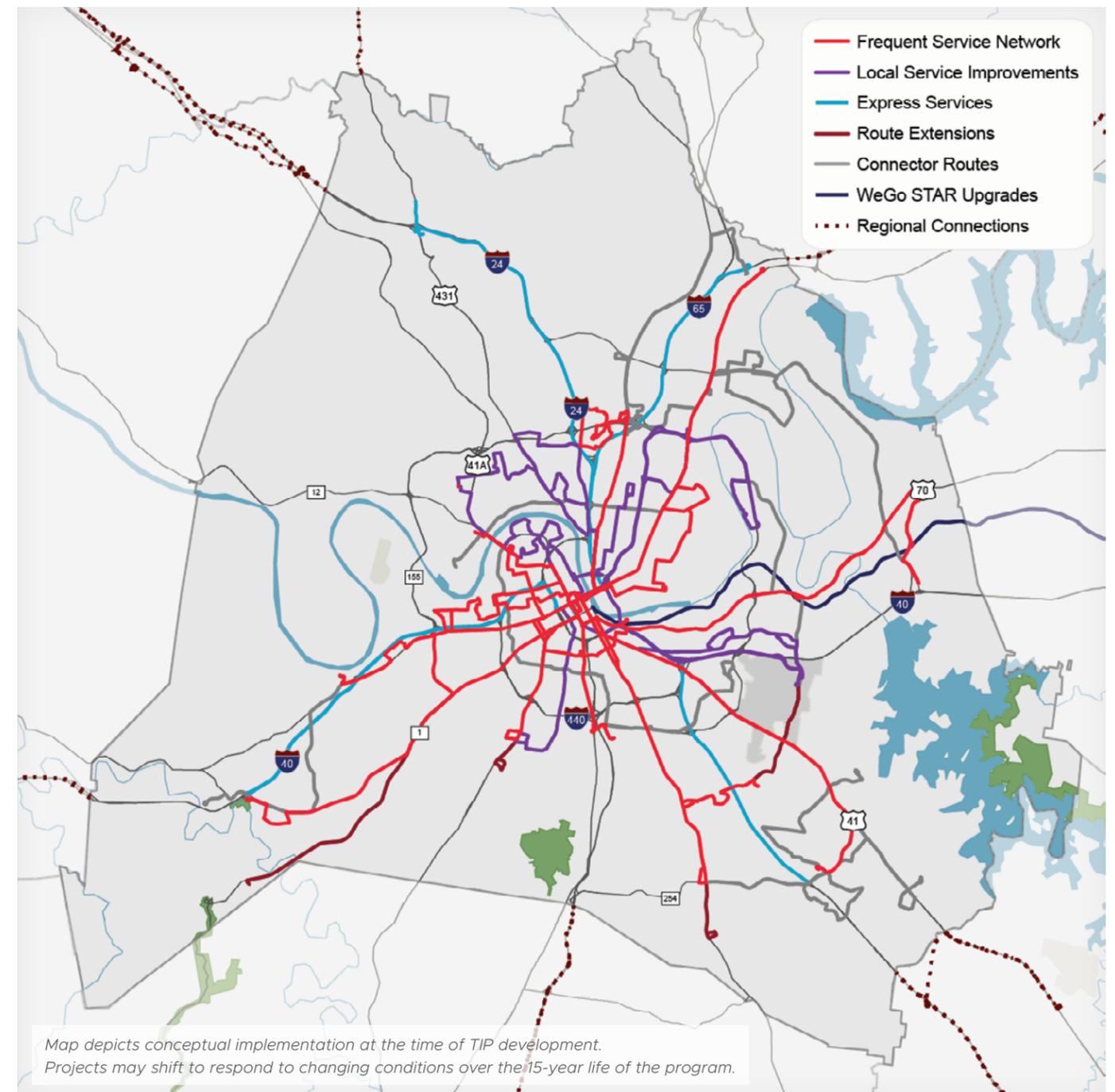


Figure 11: Proposed WeGo Service Enhancers

	Initial Cost	Recurring Cost
WeGo Service Enhancers	–	\$111 Million

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.

Frequent Service Network

Buses on the Frequent Service Network will run approximately every 15 to 20 minutes during the day and every 20 to 30 minutes in the evening. Service will run 24/7, 365 days a year, ensuring all-day and all-night access. With increased frequency, Nashvillians won't need to plan to catch the bus. A rider can walk to a bus stop and, on average, wait eight to 10 minutes during the day and less than 15 minutes in the evening, all night long.

Number	Name
3	West End
4	Shelby (as far as Shelby Park)
6	Lebanon Pike
7	Hillsboro
8	8th Avenue South
19	Herman
22	Bordeaux
23	Dickerson Pike
29	Jefferson
50	Charlotte Pike
52	Nolensville Pike
55	Murfreesboro Pike
56	Gallatin Pike
75	Midtown



Table 9: Proposed Frequent Transit Routes

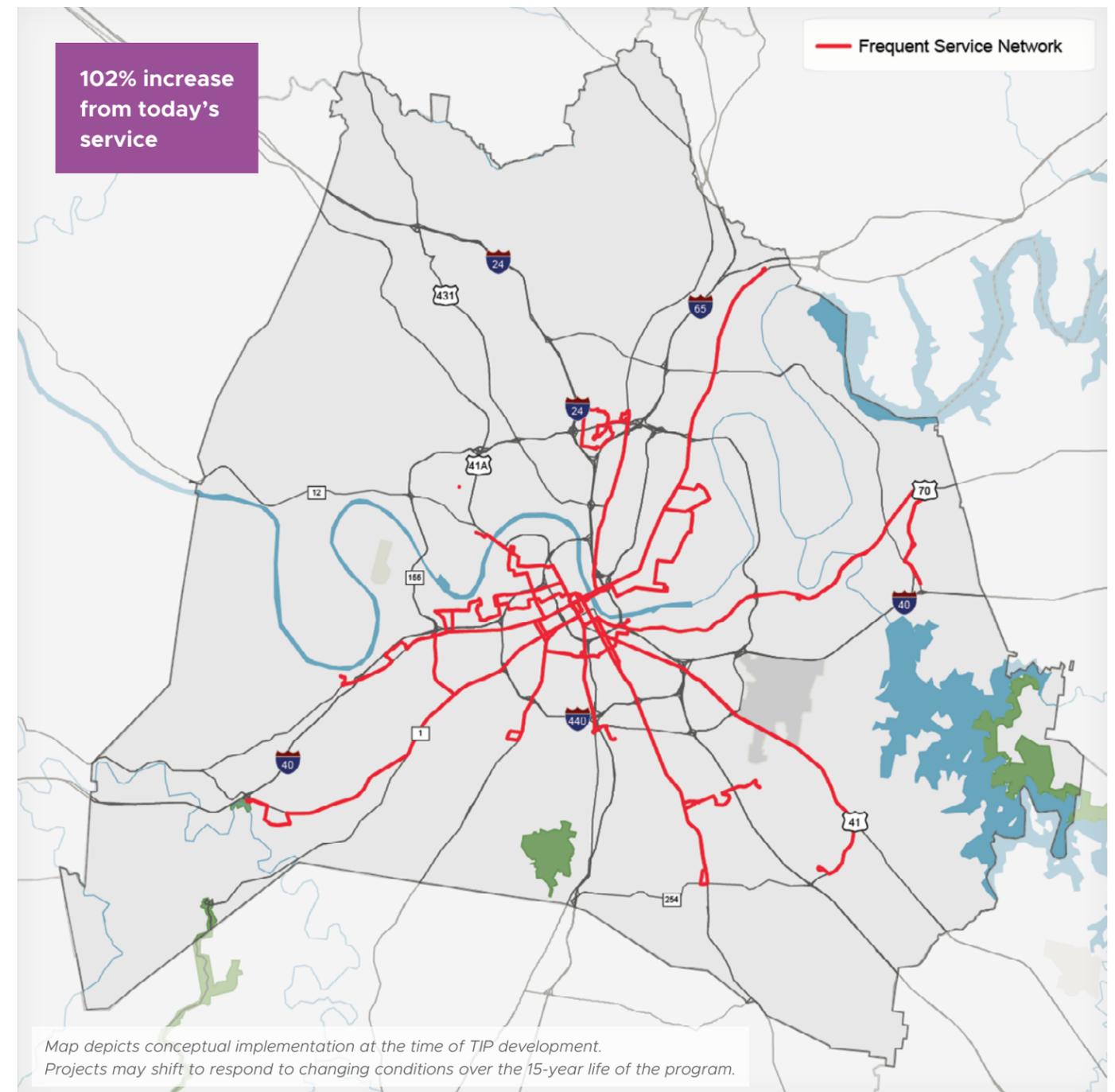


Figure 12: Proposed Frequent Transit Network



John is a passionate advocate of the unhoused community living along Nolensville

Pike. He's also a frequent user of WeGo transit services. Every day, John relies on WeGo to check on people in his community, deliver essential supplies, and handle his personal errands.

For years, John has been a regular attendee at WeGo board meetings. He consistently speaks up for the unhoused community, advocating for better access to transit, affordable bus passes, and round-the-clock service. John believes that improving transit options would turn his vision of a safer, more inclusive community into reality.

Local Service Improvements

Transit riders need service that aligns with all variety of schedules; with improvements to the local service network, Nashvillians can expect service all day and late into the night. With resources provided by the TIP, local buses will have an expanded service window from 4:30 AM to midnight, seven days a week. This is the service that supports Nashville's nightlife, serving the heart of the city and both its employees and visitors. Extended service hours for the local routes serving Nashville's prime entertainment district will offer safe travel that gets revelers where they want to go and workers where they need to be.

Number	Name
9	Metro Center
14	Whites Creek
17	12th Avenue South
18	Airport/Elm Hill
28	Meridian
34	Opry Mills
41	Golden Valley
42	St. Cecilia - Cumberland

Table 10: Candidate Routes for Local Service Improvements

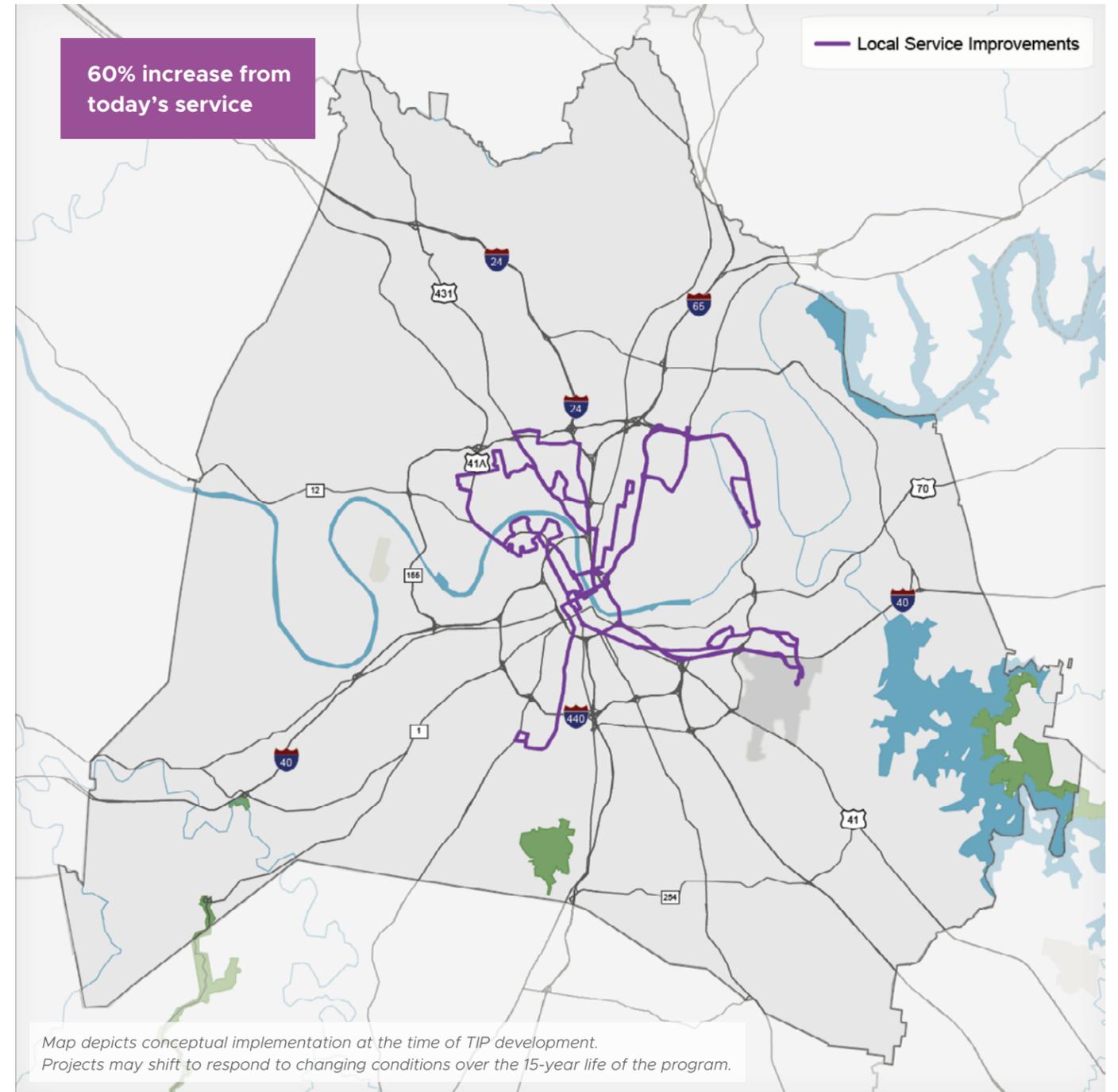


Figure 13: Candidate Routes for Local Service Improvements

Route Extensions

We've heard you – there are places where current bus service doesn't reach, and plenty of riders who want more coverage. We're not just enhancing service where it currently exists; we're extending routes and making transit an option for more trips across the county. This TIP provides funding to extend existing services into more neighborhoods and to more destinations. Additional route segments will be added where none existed before, providing more access, more convenience, and more choices for how to get around.

Number	Name
3	Branch via Hwy 100 in Bellevue to YMCA
17	Extend to serve Burton Hills
52	Extend one branch to Lenox Village
52	Extend one branch to Global Mall (connector)
55	Branch to Airport via Donelson Pike

Table 11: Proposed Route Extensions



Our route extensions will help you go the extra mile

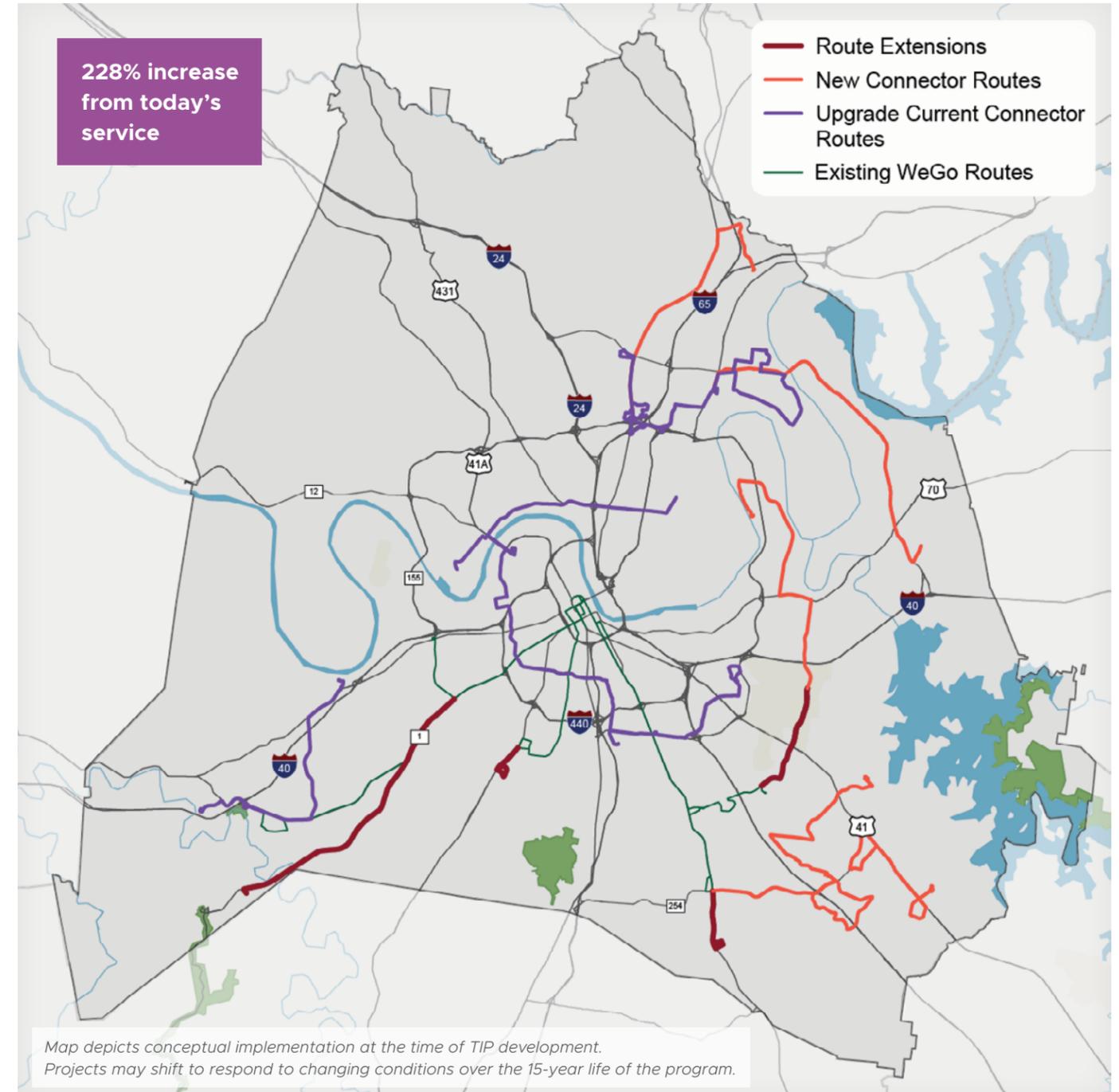


Figure 14: Proposed Route Extensions and Connector Routes

Connector Routes

Historically, our transportation network has been oriented to weekday commuters heading to downtown jobs. Yet, as Nashville has expanded, so have our aspirations and needs for travel. Not everyone needs to travel downtown. Nashville’s pulse beats far beyond its downtown core, echoing in the bustling shopping districts, vibrant school campuses, thriving workplaces, and cozy neighborhoods that make up our great city. The TIP will meet Nashville’s vitality head on by funding service improvements to five existing crosstown connector routes and implementing six new routes. In addition, supplemental service would be provided along major WeGo Public Transit service lines from outlying park and ride locations to major events, including Tennessee Titans and Nashville SC games at Nissan Stadiums, Geodis Park, and the major event venues and festivals in Downtown Nashville. So, whether it’s a seamless ride from Antioch High School to the Global Mall without the hassle of traveling through downtown, or an easy trip to cheer on the Titans with friends, the TIP will expand your options on how to get there.

Number	Name
70	Bellevue
71	Trinity
76	Madison
77	Thompson-Wedgewood
79	Skyline

Table 12. Candidate Connector Routes for Service Upgrades

Number	Name
7X	Airport/Opry Mills
7X	Bell Road Connector
7X	Old Hickory Connector
7X	Goodlettsville Connector
63,65	SE Nashville Connector Routes
Special Events	Supplemental service along major WeGo service lines to sporting events, venues, and festivals

Table 13. Proposed New Connector Routes



Our special event service will take you right to the game

Express Service

Tailored for the hustle of everyday life, our express routes are designed for those seeking speed, efficiency, and comfort. Situated along bustling transit corridors, these services are a game-changer for passengers traveling longer distances, allowing you to breeze past less frequented stops and dive straight into the heart of Nashville’s most popular destinations. Fewer stops mean buses can make strategic use of freeways to further speed up your trip and cut down your travel time.

Express Service can be the building blocks for our surrounding counties to tie into future service expansions when the time is right. These services can extend to our neighbors such as Clarksville, Franklin, Hendersonville, and Murfreesboro, which are all growing. When these counties are ready to integrate additional services, we will be ready to support service expansions.

Number	Name	Potential Regional Expansion Partnership
Express 1	Antioch Transit Center to Downtown	Lavergne, Smyrna, Murfreesboro
Express 2	Bellevue Park and Ride to Downtown	Kingston Springs, Dickson
Express 3	Rivergate to Downtown via Madison Transit Center	Hendersonville, Gallatin
Express 4	Joelton to Downtown	Pleasant View, Clarksville, Springfield

Table 14. Proposed Express Service

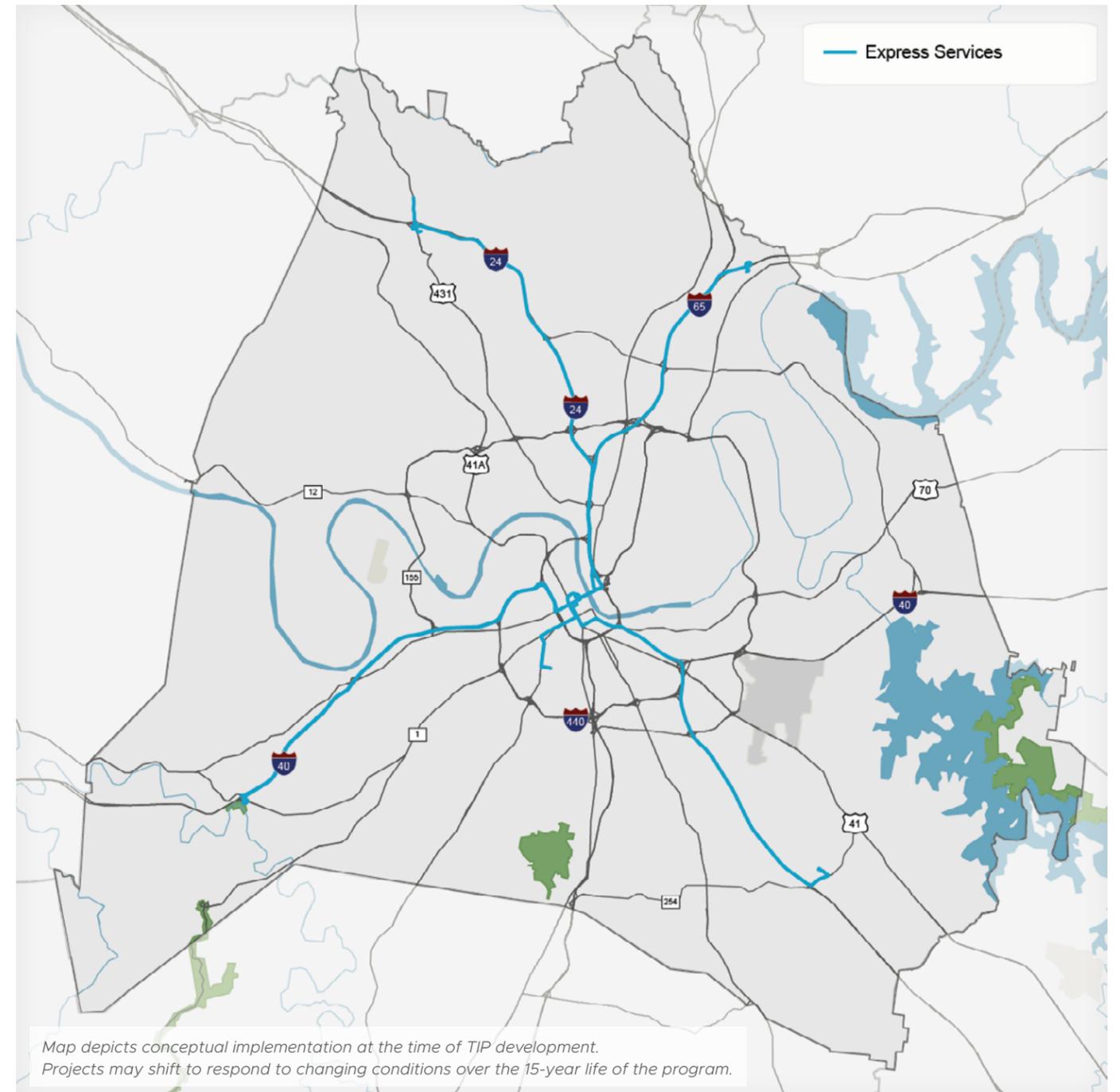


Figure 15: Proposed Express Service Routes

Regional Service Partnerships

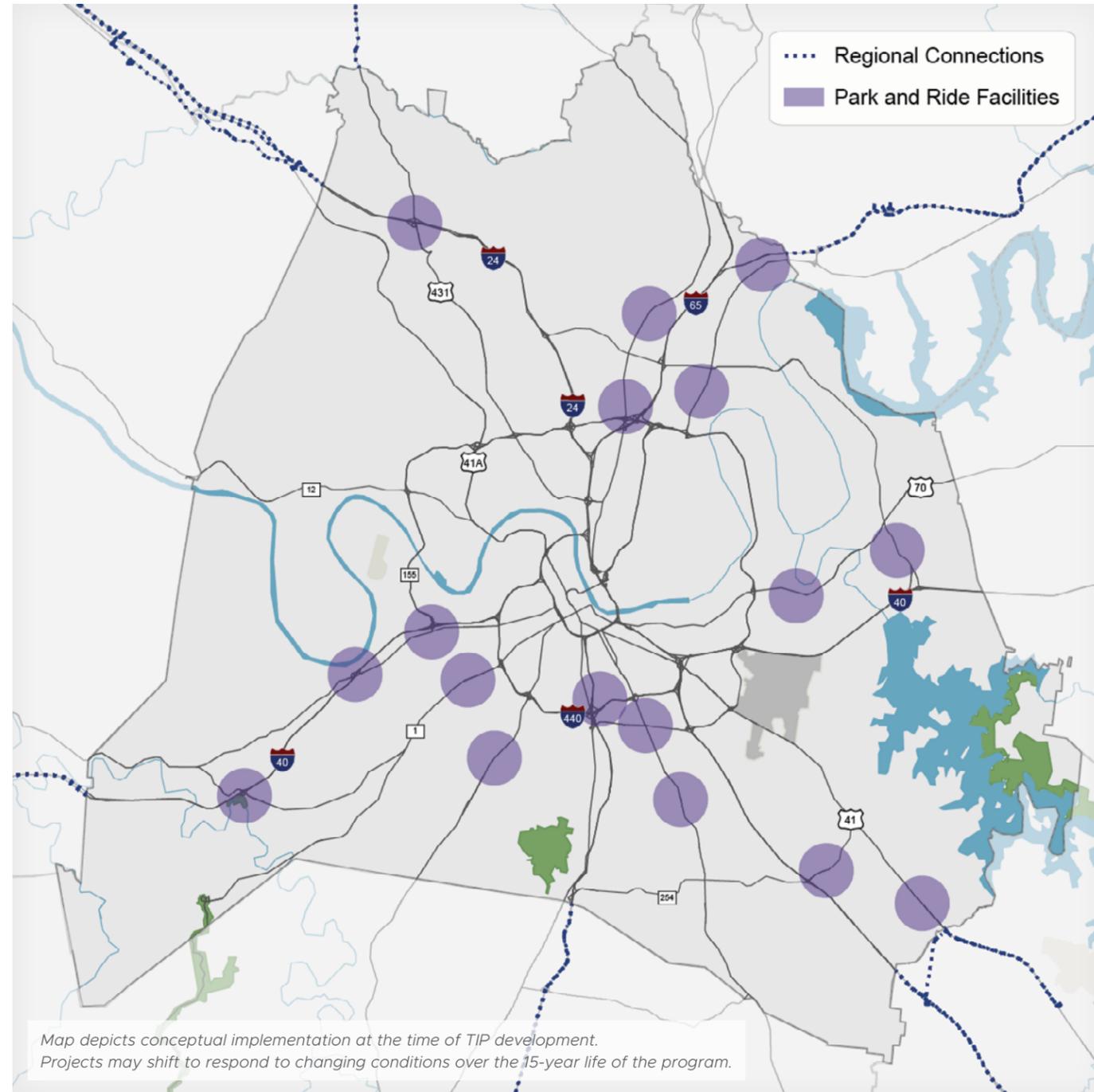


Figure 16: Potential Strengthened Regional Connections

With the support of our neighbors, better, more frequent regional connections beyond our borders are possible. The TIP proposes to set the stage for you to enjoy longer-distance routes with less frequent stops that connect passengers from Nashville/Davidson County to neighboring counties or cities, particularly given the strategic locations of proposed Park and Ride facilities. Improving these links to areas outside of Nashville are pivotal to our region’s connectivity and continued accessibility and can be realized with partnership funding in addition to the improvements proposed in this TIP. Potential Partnerships with regional leaders, such as the Greater Nashville Regional Council, among others, will be key to making this vision a reality.

Location	Potential Regional Expansion Partnership
Joelton	Springfield, Clarksville
Rivergate	Hendersonville, Gallatin
Antioch	Smyrna, Lavergne, Murfreesboro
Berry Hill/South Nashville	Brentwood, Franklin, Spring Hill, Columbia
Bellevue	Dickson

Table 15: Potential Strengthened Regional Connections

Facility Operating Costs

Sustainable, responsible, long-term operating funding is at the heart of the TIP, designed to support the crucial facilities that form the backbone of our service – new transit centers, convenient park and rides, and state-of-the-art bus garages. Pull back the curtain and you’ll find a hive of activity that keeps the wheels of our transit system turning seamlessly. By design, it’s this unseen effort that makes your journey so reliable that you hardly need to give it a second thought. With the TIP, we’re ensuring this silent engine not only keeps running but thrives.

This investment goes beyond infrastructure; it’s a commitment to the community and the local workforce. Funding from the TIP directly translates into skilled jobs in our neighborhoods – be it new staff in bus maintenance, operations management, or customer service – ensuring that as our network grows, so does our local economy. It’s about making sure our facilities are equipped to meet the demands of an expanding Nashville, ensuring that our transit system not only runs but excels. With the TIP, we’re building a transit system that’s ready for today, tomorrow, and beyond.

WeGo Access Expansion

WeGo Access provides service using specialized vans for persons with disabilities who are unable to use fixed-route transit service. WeGo Access provides door-to-door service within Davidson County with an advanced reservation. Mirroring an increase to all day transit service, WeGo Access will also operate 24/7 countywide. This means that anyone who relies on paratransit service can use it all day long, seven days a week.

We would acquire and service more WeGo Access vehicles and invest in technology and software to deliver more efficient dispatching and scheduling. The investment in expanding span of service for WeGo Access would match increased spans for the fixed route network. More capacity and increasing efficiency mean opportunity and greater equality for those who need transportation assistance the most.



With TIP funding, WeGo Access can operate 24/7

WeGo Star Service

The WeGo Star isn't just for commuters anymore; the service should support more travel purposes and serve those who want to travel to and from the city in the middle of the day. The TIP proposes changes to service schedules to provide robust and reliable trips spread throughout during the day and over the weekend as well as providing special services to more events. WeGo Star upgrades also include adding shuttles to Downtown and Midtown.

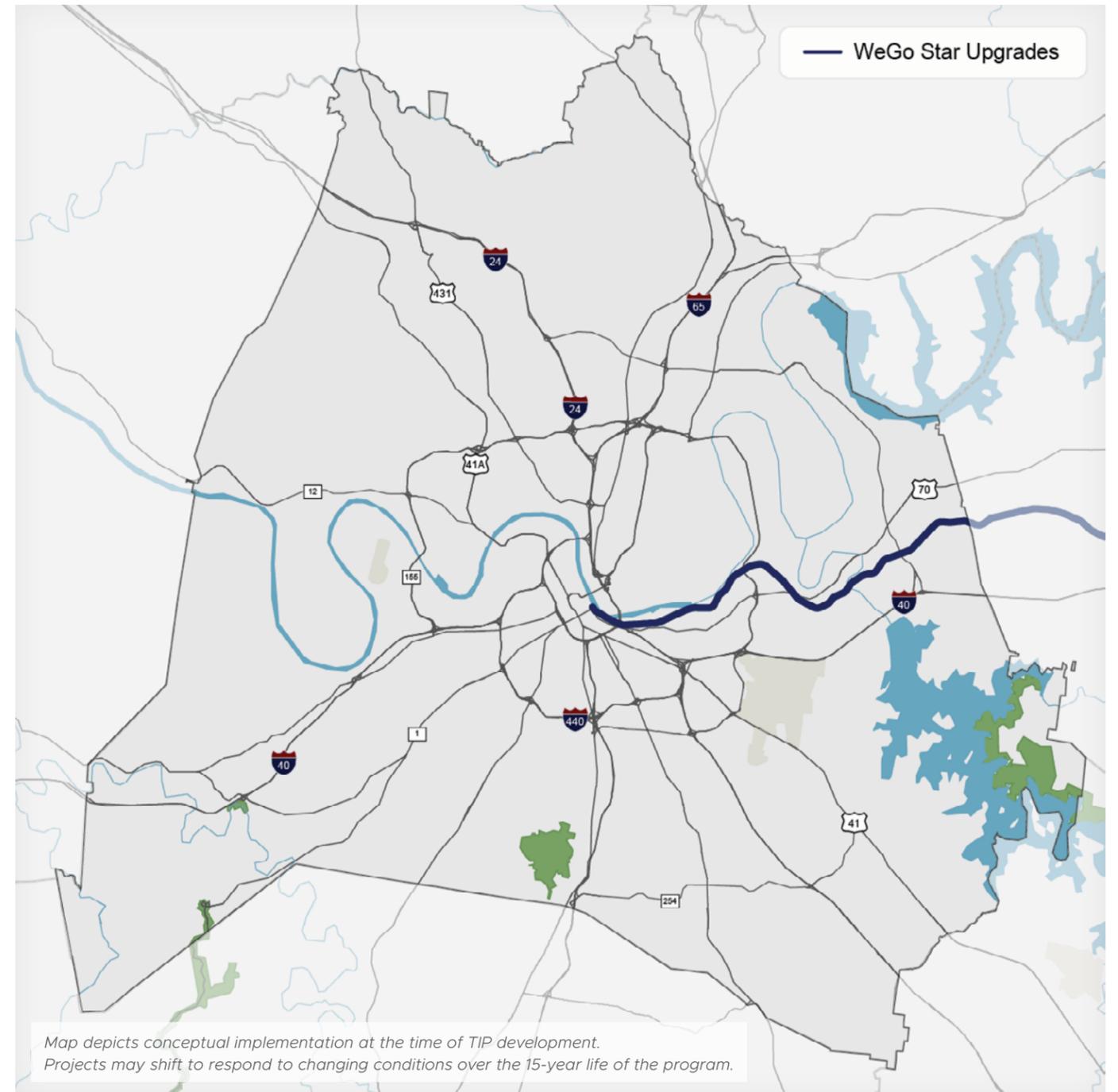
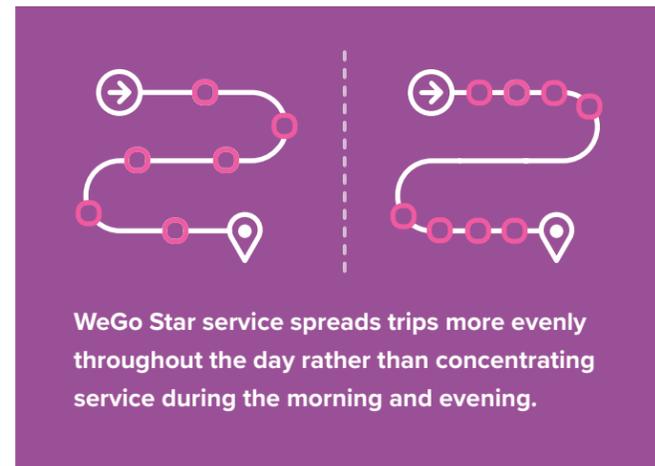


Figure 17: WeGo Star Service Upgrades

Places for Everyone

Land acquisition near transit centers for future development that helps Nashvillians stay local

Sidewalks	Signals	Service	Safety
		•	•

Making Nashville Your Home, for Generations to Come

The cost of living in Nashville is an enduring and escalating problem. It's why some Nashvillians fear becoming priced out of the city they know and love, and also why some choose to leave. The TIP provides an opportunity to dramatically reduce transportation costs for Nashvillians, which are a large component of cost of living here. The TIP also proposes investments that make intelligent, generational improvements not only in our transportation infrastructure, but in the neighborhoods that receive it.

Joint developments, in partnership with private and non-profit developers, can make investments in housing, parks and other community spaces that are part of our commitment to Nashvillians who love to live here and want to stay here. Like most other major transit agencies, WeGo will have land we can use to improve the neighborhoods around transit infrastructure. The TIP's proposed transit centers are an opportunity for WeGo to enter this space and give you more than mobility – we want to give you a transit-connected place to call home. After all, you belong here.

Once implemented, Nashvillians will have:



More affordable housing, delivered right next to multimodal transit centers



50% increase in walkable neighborhoods

Nashvillians can look forward to:



Reclaiming some of the 28.3 million commuting hours spent in traffic every year



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

We can acquire land now that Nashvillians could one day call home.

We can build homes that are affordable, near transit with great community amenities.

We want you to stay, Nashville.



The TIP proposes acquiring land near the following Transit Centers:

- | | | | | |
|-----------|----------------|---------|----------|-------------|
| SoBro | Antioch | TSU | Madison | Nolensville |
| East Bank | West Nashville | Skyline | Donelson | Bellevue |

This program proposes funding to acquire and prepare property close to transit centers (described on page 59) so that it could be developed with a variety of transit-connected community needs, such as thoughtfully designed affordable housing. These homes would be walkable to transit, lowering the cost burden on families living there, and benefit from safe and friendly pedestrian and open spaces that can become valued neighborhood gathering spaces in and of themselves. Already, Nashville households close to transit lines spend \$200 less per year on transportation. A typical two-car household that can **reduce to only one car can save up to \$1,000 per month**. Once delivered through a Metro-sponsored joint

development, Metro general funds could be used to support programs to keep these transit-oriented communities affordable and accessible to today's Nashvillians. These Metro-funded programs could also include those which help businesses stay in operation even during times of construction and initiatives to sponsor public art in and around the transit centers.

More generally, the TIP is critical to creating safe and vibrant places for all Nashvillians to enjoy. Wide, welcoming sidewalks connect existing and new homes to transit, shops, and public spaces where neighbors can run into one another on their way to work, school, or just going about their day, for generations to come.

	Initial Cost	Recurring Cost
Places for Everyone	\$34 Million	--

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.



Trinity Lane transit-oriented development scenario from the Dickerson South Corridor Study



Neighbors reimagine the future of Dickerson Pike

Innovation & Technology

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



A High-Tech System for a High-Tech City

To keep Nashville moving, we need technology that works for its people. Nashville's Big City status means it's time to look and feel like our best future possible, and that includes seamless technology at our fingertips and powering our transit.

We're providing relief to our more rural residents who want and need better transit by expanding WeGo Link, Nashville's microtransit pilot, countywide. Via a few swipes and touches on a phone, residents living in the county's more rural areas, or just out of the way of fixed-service routes, can dial up transit service. WeGo Link helps get all our residents where they want to go, without a car and even without a local bus route.

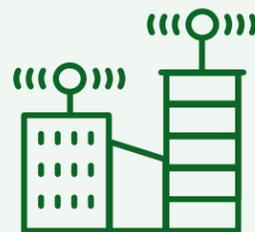
Traveling to a show with a big group? We've got you. With the TIP upgrades to technology, we're innovating in ways that allow users to pay for transit quickly and easily through an integrated fare system that works with other City payment platforms, including for friends and family that may be riding with you.

We're making technology work on the roads, too. New adaptive signals are coming to 50% of downtown intersections, thanks to 50 miles of new fiber optic cable. Coupled with upgrades to the new Traffic Management Center (TMC), NDOT will have the ability to manage congestion in real time and respond to event traffic in ways that keep people moving.

Once implemented, Nashvillians will have:



First responders and social service providers delivering outreach on our transit system



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

Nashvillians can look forward to:



More reliable transit service



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



Potential travel time savings of 10%



More WeGo Link in areas outside of a reasonable walk to transit



Real time WeGo Access reservations



Less wear and tear on Nashville's roads and equipment

More Tech for More Travel Options

WeGo Link leverages the power of transportation innovators such as Uber and Lyft to improve transit access in Davidson County – and connections to the transit network – for areas not currently served by conventional transit. We currently operate this service within 13 designated service zones covering 94 square miles. With resources provided by the TIP, we would be able to expand coverage to the rest of the county.

For those who live in less dense areas of Davidson County, where traditional fixed route transit is less efficient to deliver, the expansion and increased service will unlock the power of Nashville’s new transportation network. These customers may currently find themselves priced out of certain areas of the county and living further away from the core of the public transit network. The expanded geography and span of WeGo Link welcomes these residents to enjoy all that Nashville has to offer, no matter your transportation mode.

For both WeGo Link and WeGo Access, our plan is to bring the best in technology applications to our customers so Nashvillians can enjoy system interoperability (such as combined payment systems for WeGo Link, WeGo Access, and traditional transit), smarter routing (such as using approved measures to integrate artificial intelligence into scheduling, routing,

and customer service) and readiness for future advances in automated vehicles.

Sense of Security

Security means different things to different people. For some, it’s lighting. For others, it’s signals that are responding to traffic incidents in real-time. For others more, it’s technology that allows people to get help if they need it, or general feeling of safety when they use the system. The TIP offers policies, programs, and infrastructure improvements that work together to increase security in Nashville. Improvements include 50 miles of fiber optic cable powering signals in key corridors and the TMC, deploying the smartest signals possible to keep congestion to a minimum and safety at a maximum, particularly when traffic incidents occur. Additional funding for street lighting and signage will support Nashvillians navigating the city and will help promote safe travel. And finally, real-time security systems will be upgraded to include call boxes and various other security technologies, more transit officers and contracted security staff will be on board, and an ambassador program will provide social services and outreach. Expanded outreach services to our most vulnerable populations will also enhance the overall sense of safety and security Nashvillians will have about their transit system.

	Initial Cost	Recurring Cost
Innovation & Technology	\$35 Million	\$300,000

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.



The QuickTicket of the future could facilitate group fare payments

04 IMPLEMENTATION

The Transportation Improvement Program will provide the basic neighborhood building blocks that Nashvillians have long needed. The TIP will also elevate Nashville to the standard of other peer cities in one important way – by dedicating funding toward transformational transportation improvements. To meet the demands of a growing city, Nashville needs to overcome the historical and severe underfunding of its transportation infrastructure. The 2017 IMPROVE Act (described at the beginning of this document) provides Nashville a way to generate dedicated funding for transportation improvements through several local surcharges. After evaluating all the options, it is clear the sales tax surcharge is the best tool available for Nashville to fund the proposed improvements in the TIP.



The Funding Challenge

Only four cities in the top 50 US metro areas lack dedicated transportation funding. Nashville is one of them. Despite being underfunded, Nashville continues to make incremental progress. Today, Nashville’s limited local funding for WeGo, NDOT, and the Metro Nashville Planning Department is determined during the annual budget approval process with Metro Council. Nashville uses these local funds to access additional federal and state dollars and deliver critical transportation services and capital improvements. Dedicated transportation funding will allow Nashville to be more competitive with other cities and unlock many federal programs that cannot be leveraged without dedicated transportation funding.

WeGo is doing the most with its limited funding by practicing sound fiscal management. Similarly, while WeGo has continued to provide transit service, NDOT is working diligently to provide the streetlights, sidewalk, safety, bicycle, and other supportive infrastructure to address Nashville’s access and travel needs. However, even with this strong fiscal management, existing funding falls far short of the money needed to meaningfully improve the transportation system.

Doing the same thing with the same general sources will not enable Nashville to address its transportation problems. If Nashville wants to stay affordable and remain competitive, additional funding is needed to address decades of underinvestment in transportation.

Transportation Improvement Funding Sources



In an analysis of transit funding sources,

85%

of the top 50 major metropolitan regions in the US with dedicated funding use some form of sales tax, ranging from 0.375% to 2%. Sales taxes are the single most common local transit funding source nationally.

Compared to its peer cities, Nashville is under-investing in transit and transportation infrastructure. Every year, 14 cities with similar population sizes and transit systems run their transit vehicles for more miles per resident than Nashville does. More miles of operation mean more frequent vehicles to more destinations, but we can't achieve either of these outcomes without dedicated funding.

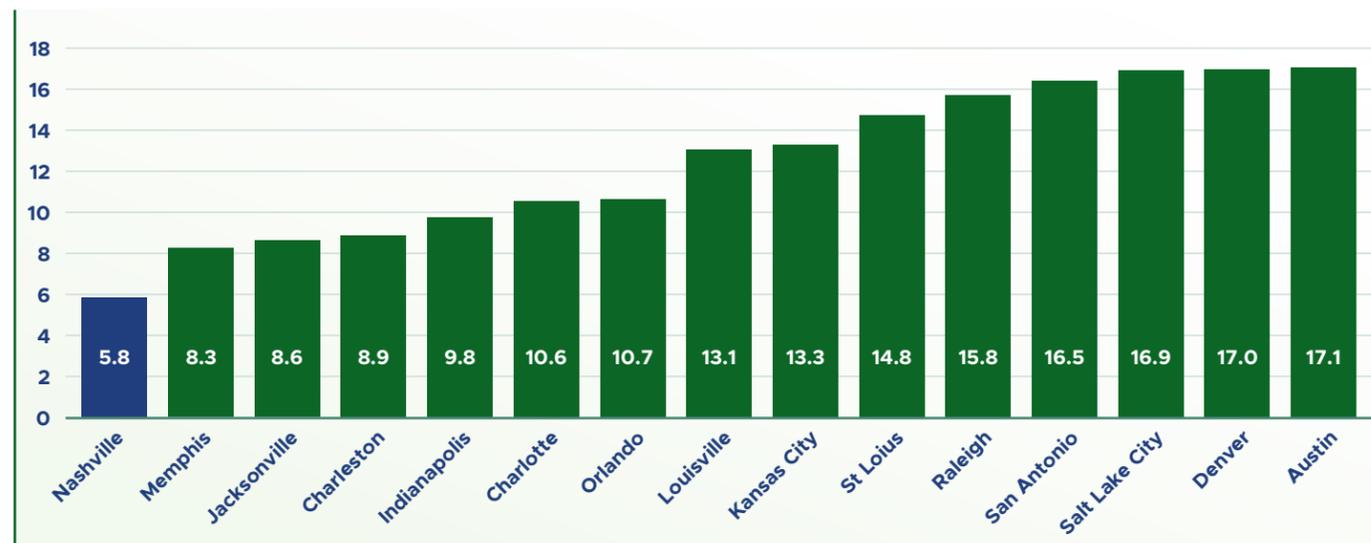


Figure 18: Miles of Transit per Capita for Nashville's Peer Cities

Rising to the Challenge: A New Funding Model

Today, Nashville has a crucial opportunity to rise to the challenge. With nearly one million new residents expected to move to the Nashville area in the next 20 years, and with our growing role as a technology and tourism center, existing residents know doing nothing results in the city's transportation problems continuing to worsen. The IMPROVE Act provides a pathway for Nashville to secure the funding necessary to create the transportation system that current and future residents want and deserve.

Of the opportunities authorized in the IMPROVE Act, only one – **the sales tax surcharge** – can generate the level of investment needed to

fund the Transportation Improvement Program, providing over \$150 million per year in new local revenue for transportation. In addition to its high revenue potential and relative long-term stability, **sales tax is the single most common local funding source used for public transportation nationally.**

A half-penny sales tax surcharge would put Nashville on par with its neighbors. Hendersonville residents voted to increase their sales tax to 9.75% on March 5, 2024 for infrastructure issues. Most of Nashville's neighboring counties are already at the effective sales tax maximum of 9.75% allowed under state law, which includes a 7.00% state sales tax and up to 2.25% local sales tax rate. If approved by voters, Nashville would be one of the last of its

neighboring counties to choose to increase its local sales tax from 2.25% to the most common effective rate of 2.75%.

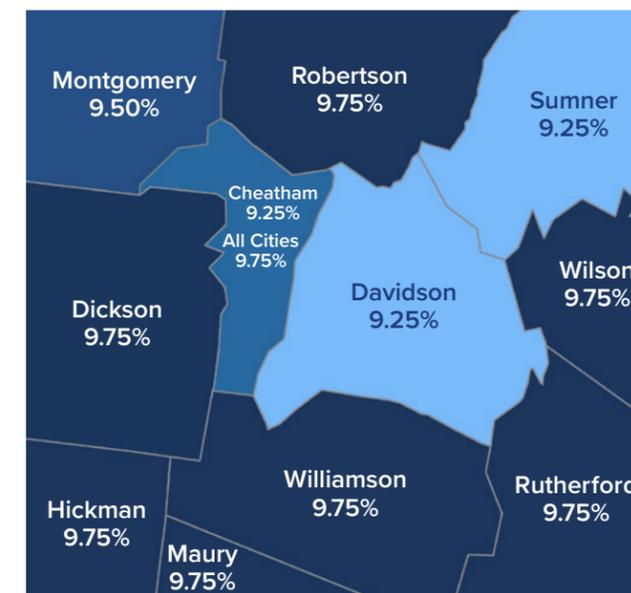


Figure 19: Sales Tax Rates for Davidson and Surrounding Counties

On the federal level, Nashville has a finite and unprecedented opportunity available only if we act now. The passage of the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) by Congress in 2021 provides Nashville with a once-in-a-generation opportunity to leverage billions in federal formula funds and competitive discretionary grants through a variety of federal grant and loan programs. The increased federal funding available through the IIJA is only guaranteed for a finite period, with advanced appropriations and surface transportation authorization provided through federal fiscal year 2026. Without dedicated transportation funding, however, Nashville is at a disadvantage because of the limitations it faces

in providing the local matching funds needed to secure these highly competitive opportunities. **Dedicated funding would provide the matching funds needed to leverage over \$1.4 billion in future federal dollars to invest in transportation and improve access over the next 15 years.**

A New Model to Fund Transportation

The sales tax surcharge presents an opportunity to share the cost of transportation improvements between people who live here and those who don't. The majority of Nashville's current local transportation funding is derived from the existing property tax, which is 100% paid by residents and businesses and subject to annual Metro Council budget approval. With the addition of a dedicated sales tax surcharge, we can move to a source shared between visitors and residents and avoid increasing the cost of housing for Nashvillians through increased property tax.

With the existing property tax, transportation must compete annually with other critical Metro Nashville needs, including public safety, public service delivery, and education. To address this, Nashville proposes to pay for the TIP by asking Nashville voters to support a half-penny local sales tax surcharge, most of which would be paid for by visitors and tourists. Nashville is in a unique position to use a sales tax surcharge to ask all users of our transportation network to fund this transformational investment. In many of Nashville's peer regions, tourists and commuters pay just 30% to 40% of the sales tax

base. But with its unique visitor attractions and national leadership role in music, sports, and technology, **about 60%** of Nashville’s sales tax is paid by nonresidents who also benefit from our transit and transportation services.

If approved by voters, a household with a median income of \$70,000 would pay an additional \$70 per year, which equates to **less than 20 cents per day**. Of all the program funding partners, Nashville residents would pay the least. For \$1 of program improvements, tourists and commuters would fund 42 cents, other funds from federal grants, state assistance, and fares would provide 30 cents, and Nashville residents would provide the remaining 28 cents. **Nashville residents would receive three times their investment.**

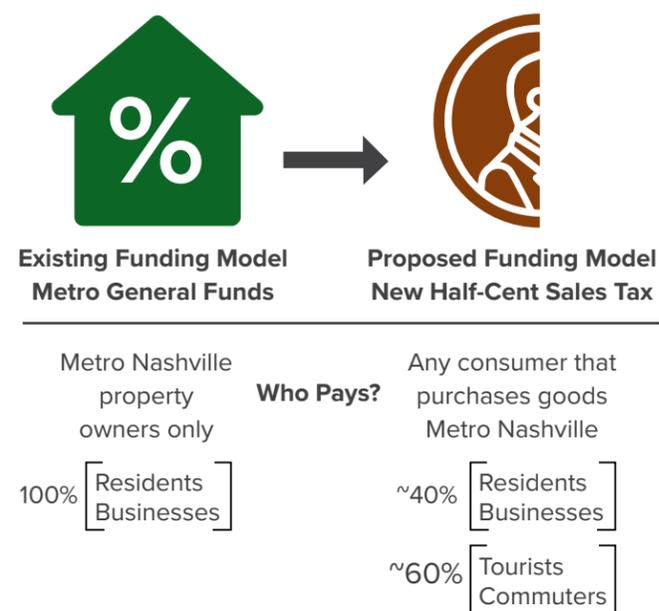


Figure 20: The Majority of Sales Tax Revenue is Collected from Tourists and Non-Residents



Figure 21: Return on investment for Nashville Residents

Funding the TIP

To fund the Transportation Improvement Program, the TIP proposes placing a 0.5% local sales tax surcharge on the ballot for voters to consider. If approved by voters, the new sales tax revenue would be used in combination with federal formula funds, federal competitive grants, state funding, transit fares, and other agency revenue to implement the program.

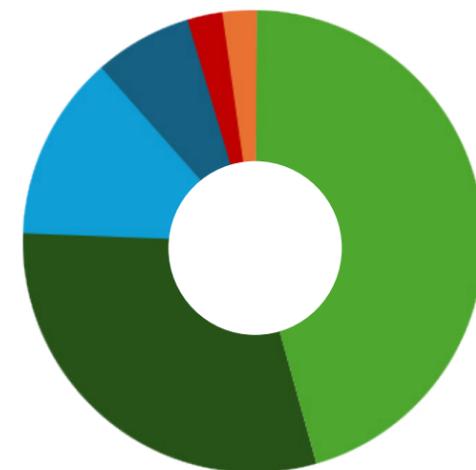


Figure 22: Projected Program Revenues (2025-2039)



Figure 23: Steps to implementing the TIP

Sales Tax Surcharge

The proposed half-cent sales tax surcharge is projected to generate over \$150 million per year in additional local transportation revenue. A local voter referendum is required for approval. The local voter referendum is anticipated on November 5, 2024, with revenue collections beginning February 1, 2025. The Metro Council must give majority approval to add the referendum to the ballot. The Metro Council must also approve by ordinance the language of the referendum placing the surcharge and TIP on the ballot. The sales tax surcharge would be further leveraged by local revenue bonds so that funds can be made available upfront to deliver early wins and a capital program within the first 15 years.

Federal Funding

The financial plan assumes that Nashville will continue to receive federal formula funds for bus program improvements and vehicle replacements. In addition, the sales tax surcharge provides the opportunity to leverage and compete for additional federal discretionary grants. One key program is the Federal Transit Administration’s Capital Investment Grant Program, a highly competitive program that would serve as a major potential source of funding for the All-Access Corridors. In total, the financial plan assumes that federal funding would account for an estimated \$1.4 billion or 20% of total program revenue during the construction period (2025-2039).

Local Funding

A core assumption in the financial plan includes the continuation of local Metro funding for existing services. This foundational support allows the additional sales tax surcharge revenue to be primarily used for impactful transit and transportation improvements and service expansion while the existing revenues continue to fund critical operations and maintenance of the current transit network.

State Funding, Farebox Revenue, and Other Funds

The remaining program costs are funded through state capital and operating assistance, farebox revenue (fares passengers pay for trips), and other agency revenue.



TIP Costs

The assumed TIP program revenues would be used to fund the potential capital and operating costs comprising the TIP, as outlined in the figure below and in Chapter 3 of this document. A detailed breakdown of the TIP financial plan is provided in Appendix A.

These allocations are designed to benefit all Nashvillians. A robust and financially feasible TIP means that **we all benefit**. In each of the 35 Council Districts, all of Nashville will see more options to **Choose How You Move**.

	Program Details	Initial Cost	Recurring Cost
Sidewalks, Signals, Streets, & Safety		1,022.24	-
Sidewalks	86 miles	371.66	-
Signals	592 signals	158.38	-
Streets	54 miles	313.58	-
Safety (Complete Streets)	39 miles	178.61	-
All-Access Corridors		1,351.96	-
Murfreesboro Pike	13.8 miles	416.72	-
Gallatin Pike	11.2 miles	197.58	-
Dickerson Pike	6.3 miles	321.88	-
Nolensville Pike	7.1 miles	247.04	-
West End	2.3 miles	59.96	-
Downtown-Westside Transit	2.2 miles	36.10	-
Charlotte Pike	3.8 miles	12.46	-
Downtown-James Robertson	0.6 miles	4.24	-
Downtown-East Bank	1.5 miles	10.26	-
Bordeaux/Clarksville Pike	5.4 miles	45.72	-
WeGo Essentials		653.12	-
Bus Stops	285 stops	20.00	-
Transit Centers	12 transit centers	129.28	-
Park and Ride Lots	17 park and ride lots	27.55	-
Buses	65 vehicles	101.29	-
Bus Garages	2 garages	375.00	-
WeGo Service Enhancers		-	111
Places for Everyone		33.60	-
Transit Oriented Development Land Acquisition	10 additional land acquisitions	33.60	-
Innovation & Technology		35.00	0.3
WeGo Link Expansion	Countywide Improvements	-	0.3
Safety and Security Upgrades	Community supportive service partnerships	5.00	-
Other Innovation & Technology		30.00	-
Potential Choose How You Move Program (2024 \$M)		3,096	111

Initial costs denote estimated program capital costs during construction in 2024 dollars. Recurring costs denote one year of estimated program operating costs in 2024 dollars.

Table 16: Potential TIP Costs by Project Type

Conceptual Implementation Schedule

If the sales tax surcharge is approved by voters on November 5, 2024, revenue collections could begin on February 1, 2025. The sales tax surcharge would end when all outstanding debt has been repaid.

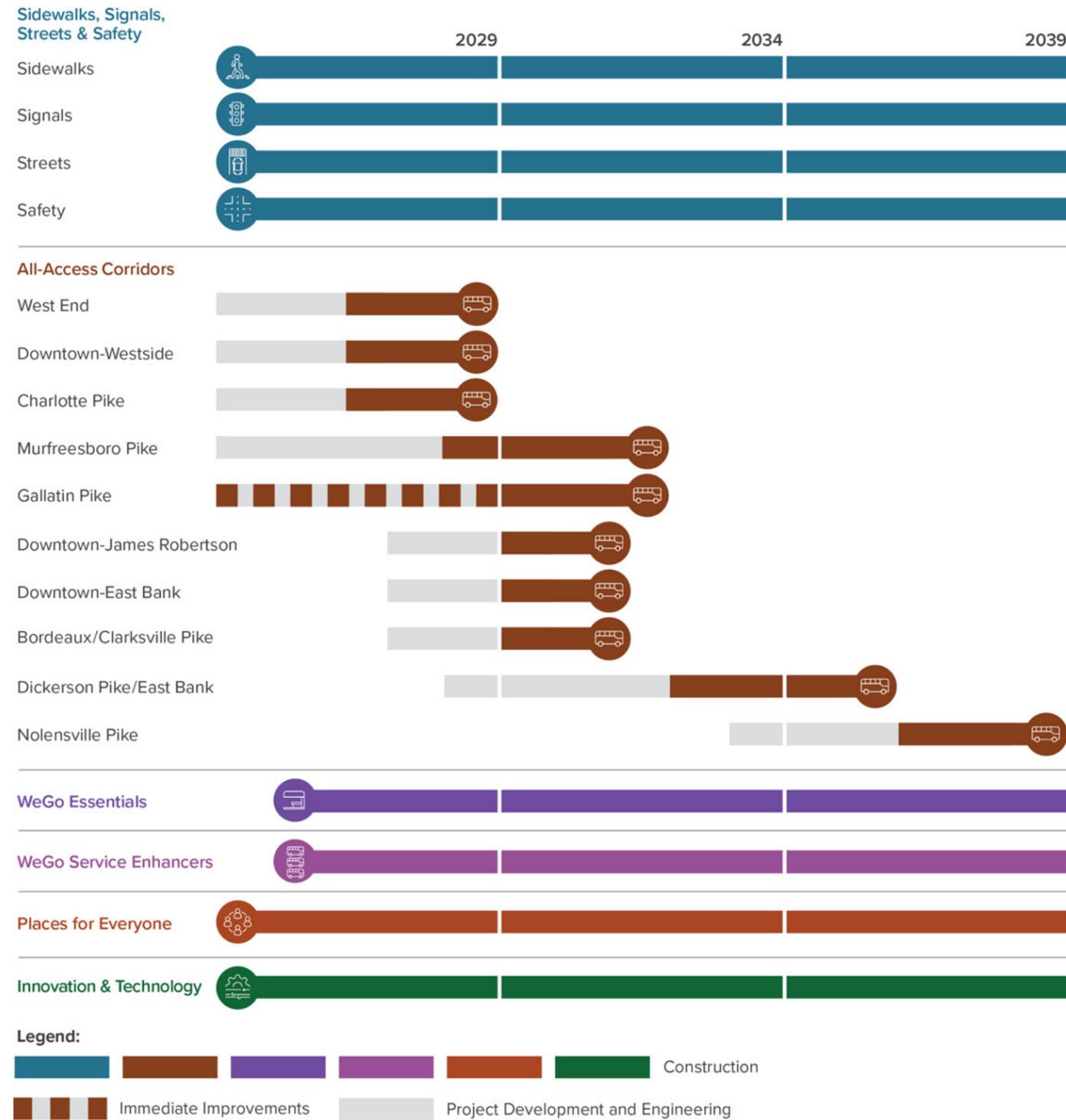


Figure 24: Conceptual Implementation Schedule

Community engagement will continue beyond the vote in November. There will be numerous opportunities for residents to discuss corridor design, services improvements, and positive impacts or challenges along corridors. Like today, WeGo will engage with riders during spring and fall service improvements. Along federally funded major corridors, residents will participate in analysis of specific design issues. Nashvillians will weigh in on street changes, and residents will have other opportunities to engage in implementation of the program improvements years into the future.

NDOT and WeGo will be the implementing agencies responsible for carrying out the

program. Other Metro departments will need to be engaged on various corridors including Planning, Information Technology Services, Water, Nashville Electric Service, and others. The Tennessee Department of Transportation will also be a critical partner (and in some cases an approver) along many of the corridors. Program implementation will include an early win delivery program, incremental operational improvements to the existing bus system, and a capital program delivered over 15 years. Once full build-out is reached, investment will be needed to maintain a state of good repair and fund annual operations and maintenance of the services and infrastructure.



Implementing the TIP will call for many more ribbon-cuttings



After Approval: What You'll See Right Away (Year 1)

The TIP has been designed so that residents will be able to see improvements within the first few years of revenue collection, starting right away. This includes strategically identifying specific projects and initiatives that can be implemented quickly and can make a significant impact on the lives of residents and visitors in all corners of Davidson County. These early wins include a WeGo Link microtransit pilot, WeGo service enhancements, safety and lighting improvement, sidewalk improvements, the introduction

of traffic and signal improvements that keep you moving, implementing a fare subsidy program, and other operational improvements. While these first projects are being implemented, the broader program team will be working to advance key capital projects further into planning and design.



After Approval: What You'll See Very Soon (Years 1-3)

The TIP will be implemented in phases as projects advance along their project delivery timelines. In a short-term period, the wins continue. Nashvillians will enjoy substantial bus service improvements such as increases in frequency, span of service, and service hours. We'll also continue installing smarter signalization and sidewalk enhancements that help us get around the city more safely by bike or foot. The capital program is purposefully spread over the timeline so that several All-Access Corridors are not under construction at the same time. Most of the

proposed capital program will need to advance through detailed planning, environmental reviews, public and stakeholder involvement, preliminary and final design, construction, safety certification, and testing before opening to revenue service. Actual delivery timelines will vary as additional design is completed on individual capital projects. The operational improvements will also be designed and vetted with the public and existing transit users, per standard approval processes.



After Approval: What You'll See Longer-Term (Years 4 onward)

Two phases of initial All-Access Corridors would be delivered first as the larger corridors advance further into planning and design. This would be followed by completing the heavy-hitting All-Access Corridors and the catalytic Places for Everyone investments in transit centers and mobility hubs. That'll mean more housing for more people, where they

need it, and at prices they can afford. Long-term success is all about coordination. The construction of improvements along and across state routes will overlap the limits of other projects. Individual projects will be developed with full planning and coordination with NDOT, TDOT, GNRC, and other key stakeholders. Where possible, partnerships will be formed with other projects planned along project corridors to share resources, streamline project development, and minimize disruptions due to construction. Projects involving federal funds will follow GNRC's planning process and all TDOT, Federal Highway Administration (FHWA), and FTA requirements for environmental protection, design, right-of-way acquisition, and construction standards.

After the capital program is delivered, the focus would shift from the implementation phase to program operations and maintenance. During this phase, annual payments would continue to be made on outstanding debt and any additional funds would be strategically reinvested in the transit system to fund vehicle replacements, facility maintenance, and other critical state-of-good repair investments needed to maintain a world-class transit and transportation system.

A detailed description of the financial plan and key assumptions is in Appendix A

The Mayor wishes to thank the Technical and Community Advisory Committees for their time and expertise in developing Choose How You Move. The following staff were critical to development of the TIP and its process:

Mayor's Office

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- Dave Rosenberg
- Brian Sexton
- Julie Smith
- Javier Solano
- Kristin Wilson

WeGo Public Transit

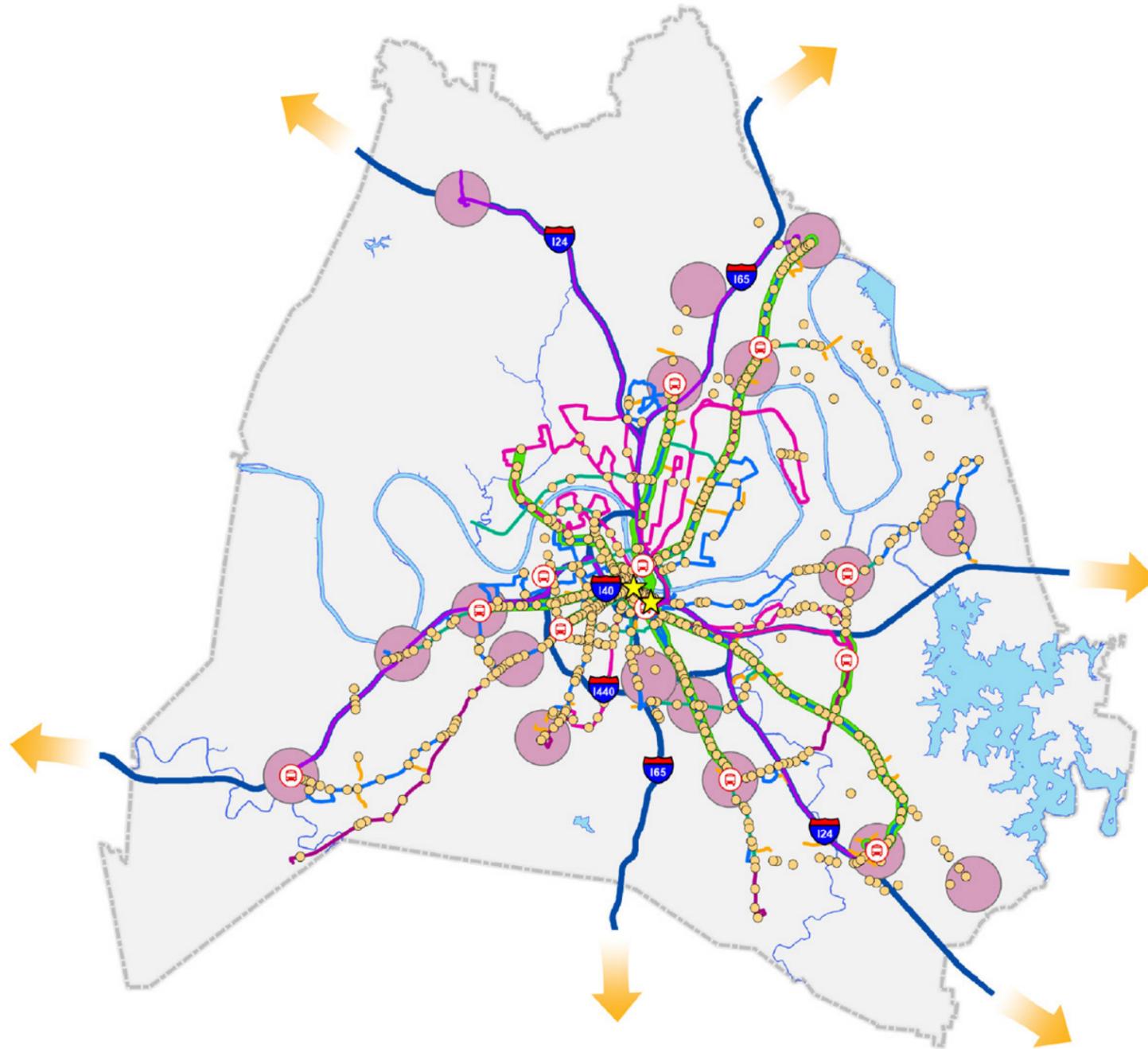
- Lydia Benda
- Eric Beyer
- Steve Bland
- Félix Castrodad
- Renuka Christoph
- Dan Freudberg
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- Kia Lewis
- Eric Melcher
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- Metro ITS**
- Keith Durbin
- Jennifer Higgs
- Chris Parker
- Chris Singleton
- Jesse Turner
- Metro Parks**
- Amrita Chatterjee
- Cindy Harrison

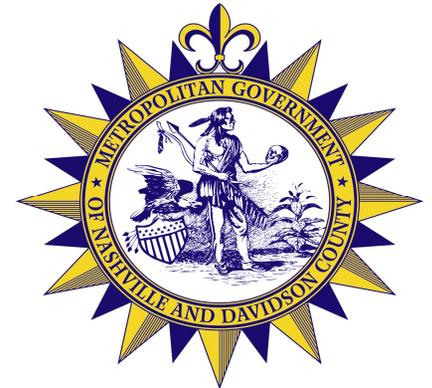


LEGEND

- 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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Transportation Improvement Plan - Plan of Finance

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Tab A Plan of Finance

Appendix A Detailed Cashflows



Plan of Finance

Tab A



Financing Plan Methodology

- Model Transportation Improvement Plan cashflows for Capital and Operating costs through the 2025-2055 period
- Conservatively project local option sales surcharge of 0.50%
- Include FTA Capital Investment Grants Program and other federal funds for eligible projects
- Cashflows include corresponding bond proceeds and debt service payments



Financing Plan Assumptions

Category	Description
Local Option Sales Tax Surcharge	<p>Sales tax surcharge: 0.50%</p> <p>Sales surcharge collections period: Begin collections February 1, 2025 End collections once all debt issued for the program has been paid and the Metropolitan Council determines by resolution that the revenues from the tax surcharges are no longer needed for operations of the program.</p>
	<p>Base amount: \$152.3 mm Metro Nashville Fiscal Year 2023 Actuals 1.125% administrative cost</p> <p>Growth rates: 3.9% (2024), 3.4%(2025), 4.5% (2026-36), 3.0% (2037-55) Less than 6% 30-Year Growth for Metro’s Local Option Sales Tax</p>
Revenue Bonds	<p>Financing strategy: Revenue bond debt issuance during construction period (2026-2039) to address annual construction funding needs</p>
	<p>Term: 30 years</p>
	<p>Interest rate: 5.0% (current municipal bond market interest rates plus 100 basis points, for the issuance of revenue bonds)</p>
<p>Minimum debt service coverage ratio: 2.00x</p>	



Financing Plan Assumptions (cont.)

Category	Description
Federal and State Grants	<p>Federal transit formula funds:</p> <ul style="list-style-type: none"> Continuation of existing federal formula funding levels with 2.0% growth rate New federal formula funds for 15% of new services and projects, with 2.0% growth rate and 2-year receipt delay for operating revenue Less than current WeGo experience, with MTA reporting over 23% federal formula funds in fiscal year 2023 <p>Federal Transit Administration Capital Investment Grant funds:</p> <ul style="list-style-type: none"> 49.4% for New Starts projects 49.4% or \$150.0 mm maximum for Small Starts projects Based on recent grant awards made to similar transit projects <p>Other federal and state funds:</p> <ul style="list-style-type: none"> Continuation of similar state and federal “flex” funding for eligible transportation projects 2.0% growth rate for federal funds, 2.5% growth rate for state funds New federal and state support for 5% of new capital transportation projects
Farebox Revenue	<p>Farebox recovery:</p> <ul style="list-style-type: none"> 15% frequent network, based on experience in similar peer regions All other service types based on historical Nashville WeGo farebox recovery by mode, including 10% local service, 6% commuter bus, 7% commuter rail, 5% demand response
Other Cash Flow Line Items	<p>Reduction to existing MTA subsidy:</p> <ul style="list-style-type: none"> \$9.2 mm in 2025 increasing to \$38.2 mm in 2039 and \$82.5 mm in 2055 Includes \$132.2 mm in assumed future MTA Subsidy funding for affordable housing, fare subsidy program, anti-displacement, business continuity, and public art <p>Other revenue:</p> <ul style="list-style-type: none"> No additional ancillary revenues are assumed, including potential investment income, advertising revenue, or other partner contributions.



Financing Plan Assumptions (cont.)

Category	Description
Capital Program	<p>Capital program delivery period: 2025-39</p> <p>Base capital cost assumptions: Industry-standard, planning-level project cost estimates, including planning, design, and construction costs based on recent experience of similar national transit systems undertaking comparable expenditures</p> <p>Growth rate: 3.50% Greater than Historic Engineering News-Record (ENR) Construction Cost Index (CCI), National and Atlanta</p>
	<p>Service ramp up period: 2025-40</p> <p>Base operating cost assumptions: 610,000 additional revenue hour, based on 2024 WeGo service costing Nashville WeGo fiscal year 2025 operating costs per hour by mode 5% contingency 5% deadhead 30% operating reserve</p> <p>Growth rate: 3.00% Greater than Historic U.S. Bureau of Labor Statistics (BLS) Consumer Price Index (CPI) for All Urban Consumers</p>
Operating Plan	



TIP Program Element Capital Costs (Year of Expenses vs. 2024 Cost)

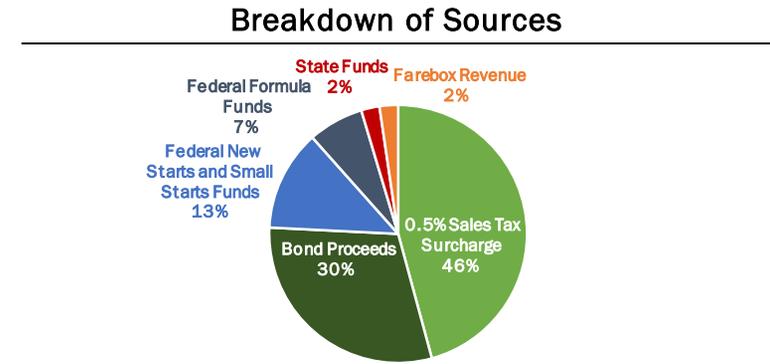
Project Capital Costs (2025 - 2039)	\$ Million	%
Sidewalks, Signals, Streets, & Safety	\$ 1,351	33%
All Access Corridors	1,771	43%
WeGo Essentials	885	22%
Places for Everyone	36	1%
Innovation & Technology	46	1%
Total Project Costs (YOE \$M)	\$ 4,089	100%

Project Capital Costs (2025 - 2039)	\$ Million	%
Sidewalks, Signals, Streets, & Safety	\$ 1,022	33%
All Access Corridors	1,352	44%
WeGo Essentials	653	21%
Places for Everyone	34	1%
Innovation & Technology	35	1%
Total Project Costs (2024 \$M)	\$ 3,096	100%

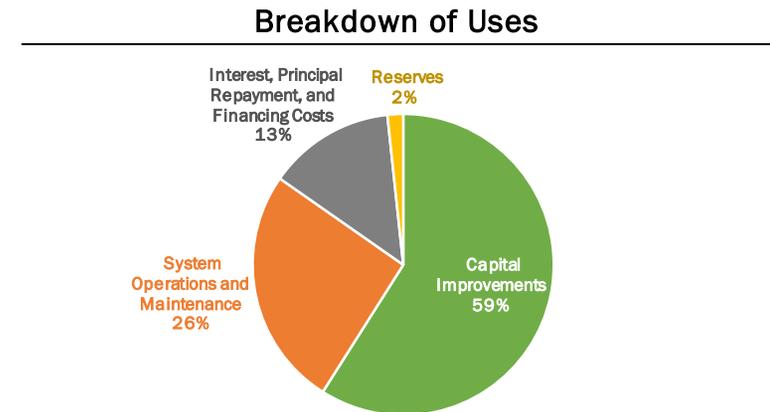


Sources and Uses During Construction (2025-2039)

Sources During Construction (2025 - 2039)	\$ Million	%
0.5% Sales Tax Surcharge	\$ 3,175	46%
Bond Proceeds	2,080	30%
Federal New Starts and Small Starts Funds	876	13%
Federal Formula Funds	482	7%
State Funds	161	2%
Farebox Revenue	160	2%
Total Sources (YOE \$M)	\$ 6,934	100%



Uses During Construction (2025 - 2039)	\$ Million	%
Capital Improvements	\$ 4,089	59.0%
System Operations and Maintenance	1,782	25.7%
Interest, Principal Repayment, and Financing Costs	947	13.7%
Reserves	116	1.7%
Total Uses (YOE \$M)	\$ 6,934	100%

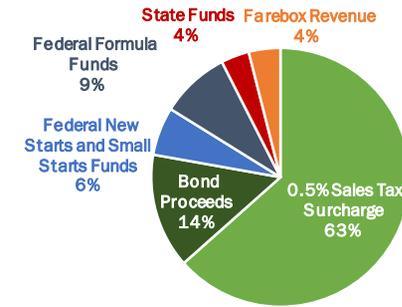




Sources and Uses (2025-2055)

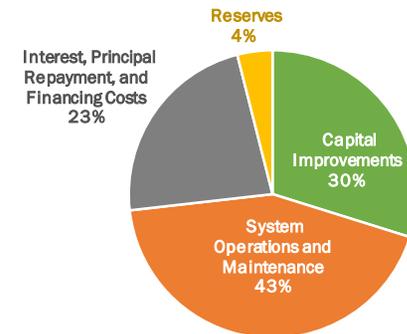
Sources (2025 - 2055)	\$ Million	%
0.5% Sales Tax Surcharge	9,202	63%
Bond Proceeds	2,080	14%
Federal New Starts and Small Starts Funds	876	6%
Federal Formula Funds	1,253	9%
State Funds	514	4%
Farebox Revenue	574	4%
Total Sources (YOE \$M)	14,499	100%

Breakdown of Sources



Uses (2025 - 2055)	\$ Million	%
Capital Improvements	4,326	30%
System Operations and Maintenance	6,290	43%
Interest, Principal Repayment, and Financing Costs	3,309	23%
Reserves	575	4%
Total Uses (YOE \$M)	14,499	100%

Breakdown of Uses



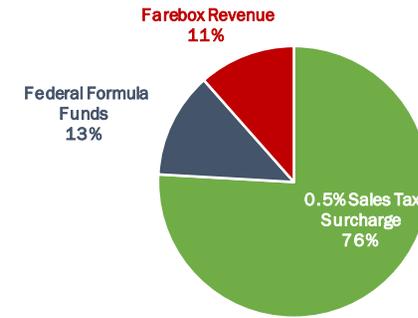


TIP Program Operating Revenues

Full Operations (2040)	\$ Million	%
0.5% Sales Tax Surcharge	\$ 135	76%
Federal Formula Funds	22	13%
Farebox Revenue	21	12%
Total Sources (YOE \$M)	\$ 178	100%

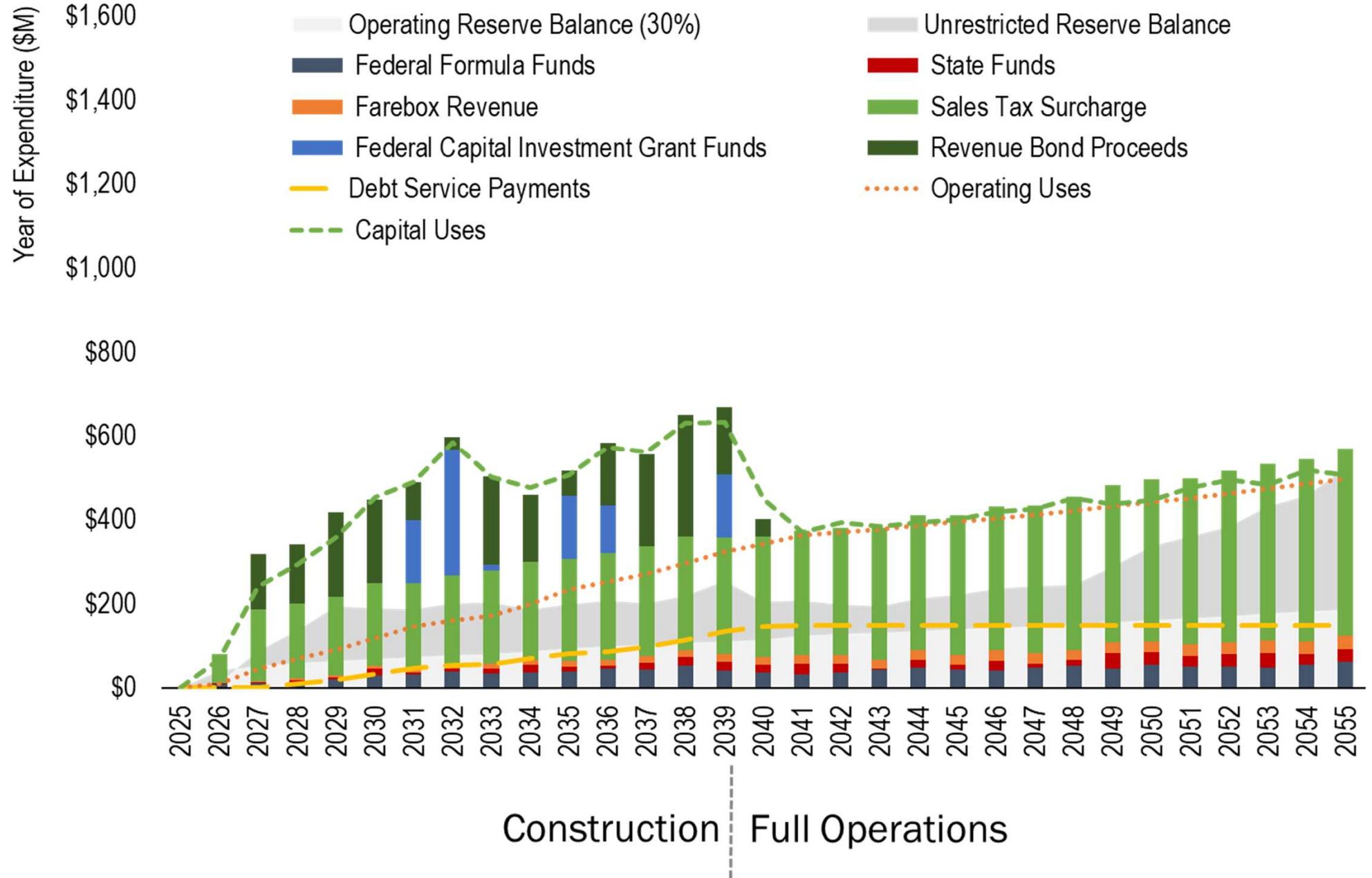
Full Operations (2040)	\$ Million	%
0.5% Sales Tax Surcharge	\$ 84	76%
Federal Formula Funds	14	13%
Farebox Revenue	13	12%
Total Sources (2024 \$M)	\$ 111	100%

Breakdown of Sources





TIP Program Cash Flow





Detailed Cashflows

Appendix A

Detailed Cashflows (1/3)

2024-2034 (\$ in YOE 000's)



Fiscal Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Beginning Cash Balance		-	12,223	88,114	134,996	192,714	187,783	187,136	200,458	202,909	186,539
Funding Sources											
Operating Sources											
Farebox Revenue	-	-	2,515	4,783	5,887	7,608	8,846	9,549	10,133	11,484	14,201
Total Operating Sources	-	-	2,515	4,783	5,887	7,608	8,846	9,549	10,133	11,484	14,201
Non-Operating Sources											
Sales Tax Surcharge	-	68,178	170,992	178,686	186,727	195,130	203,911	213,087	222,676	232,696	243,167
Revenue Bond Proceeds	-	-	130,000	140,000	200,000	200,000	90,000	30,000	210,000	160,000	60,000
Federal Capital Investment Grant Funds	-	-	-	-	-	-	150,000	300,000	14,673	-	150,000
Federal Formula Funds	-	9,426	10,697	14,297	19,894	29,180	30,811	38,493	34,523	37,090	38,507
State Funds	-	2,000	2,500	3,000	4,000	15,502	5,686	6,000	11,372	17,853	11,466
Total Non-Operating Sources	-	79,605	314,188	335,983	410,621	439,812	480,407	587,579	493,244	447,639	503,140
Total Sources	-	79,605	316,703	340,766	416,508	447,420	489,253	597,129	503,377	459,123	517,341
Funding Uses											
Operating Uses											
WeGo Service Support	-	9,218	22,489	22,273	23,710	25,380	27,123	28,942	30,839	32,817	34,880
WeGo Service Enhancers	-	-	22,476	38,373	47,993	60,426	71,513	78,039	84,707	96,403	116,217
Total Operating Uses	-	9,218	44,965	60,646	71,703	85,806	98,636	106,981	115,546	129,221	151,096
Capital Uses											
Sidewalks, Signals, Streets, & Safety	-	26,450	82,128	85,003	87,978	91,057	94,244	97,543	100,957	104,490	108,147
All Access Corridors	-	19,859	70,171	102,165	130,771	157,073	191,142	239,351	157,185	78,964	97,778
WeGo Essentials	-	518	15,543	33,969	46,233	82,063	55,279	82,848	67,914	88,520	64,041
Places for Everyone	-	10,432	25,194	-	-	-	-	-	-	-	-
Innovation & Technology	-	906	2,812	2,910	3,012	3,118	3,227	3,340	3,457	3,578	3,703
Total Capital Uses	-	58,164	195,848	224,047	267,993	333,312	343,892	423,081	329,513	275,552	273,669
Capital Repayment											
Revenue Bond Debt Service	-	-	-	9,191	19,094	33,233	47,373	53,745	55,868	70,720	82,036
Total Capital Repayment	-	-	-	9,191	19,094	33,233	47,373	53,745	55,868	70,720	82,036
<i>Minimum Debt Service Coverage Ratio</i>	-	-	-	19.4	9.8	5.9	4.3	4.0	4.0	3.3	3.0
Total Uses	-	67,382	240,813	293,884	358,790	452,351	489,900	583,806	500,926	475,492	506,801
Ending Cash Balance	-	12,223	88,114	134,996	192,714	187,783	187,136	200,458	202,909	186,539	197,079
Operating Reserve Transfer (30%)	-	41,636	11,531	6,162	4,321	5,207	4,848	3,525	3,615	5,172	7,657
Ending Unrestricted Cash Balance	-	(29,413)	76,583	128,834	188,394	182,576	182,288	196,933	199,294	181,367	189,422
Operating Reserve Balance (30%)		41,636	53,167	59,329	63,649	68,857	73,704	77,230	80,845	86,017	93,674
Unrestricted Reserve Balance		(29,413)	34,947	75,667	129,065	118,927	113,431	123,228	122,064	100,522	103,405

Detailed Cashflows (2/3)

2035-2045 (\$ in YOE 000's)



Fiscal Year	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Beginning Cash Balance	197,079	206,018	200,510	219,189	253,803	205,024	208,011	197,457	192,997	212,101	221,674
Funding Sources											
Operating Sources											
Farebox Revenue	15,409	16,143	16,972	17,854	18,581	20,540	21,157	21,791	22,445	23,118	23,812
Total Operating Sources	15,409	16,143	16,972	17,854	18,581	20,540	21,157	21,791	22,445	23,118	23,812
Non-Operating Sources											
Sales Tax Surcharge	254,110	261,733	269,585	277,673	286,003	294,583	303,420	312,523	321,899	331,556	341,502
Revenue Bond Proceeds	150,000	220,000	290,000	160,000	40,000	-	-	-	-	-	-
Federal Capital Investment Grant Funds	111,671	-	-	150,000	-	-	-	-	-	-	-
Federal Formula Funds	45,524	43,392	52,723	41,835	35,398	31,212	36,767	43,515	46,659	42,152	41,754
State Funds	5,927	14,954	20,000	20,241	20,168	25,642	19,849	1,237	20,000	13,295	22,978
Total Non-Operating Sources	567,231	540,079	632,308	649,749	381,569	351,437	360,037	357,275	388,558	387,003	406,234
Total Sources	582,640	556,222	649,280	667,603	400,150	371,978	381,194	379,066	411,003	410,121	430,046
Funding Uses											
Operating Uses											
WeGo Service Support	37,030	39,271	41,606	39,992	38,195	36,205	38,497	40,886	43,375	45,968	48,669
WeGo Service Enhancers	127,990	134,545	142,032	150,022	157,992	178,225	183,572	189,079	194,751	200,594	206,612
Total Operating Uses	165,020	173,816	183,638	190,013	196,187	214,431	222,069	229,965	238,126	246,562	255,280
Capital Uses											
Sidewalks, Signals, Streets, & Safety	111,932	115,850	119,905	82,734	42,815	-	-	-	-	-	-
All Access Corridors	115,627	93,434	115,910	159,956	41,389	-	-	-	-	-	-
WeGo Essentials	90,482	77,250	94,072	63,979	22,282	6,936	22,061	5,944	6,152	6,367	14,828
Places for Everyone	-	-	-	-	-	-	-	-	-	-	-
Innovation & Technology	3,832	3,967	4,105	2,833	1,466	-	-	-	-	-	-
Total Capital Uses	321,874	290,500	333,992	309,502	107,952	6,936	22,061	5,944	6,152	6,367	14,828
Capital Repayment											
Revenue Bond Debt Service	86,807	97,414	112,970	133,474	144,791	147,624	147,617	147,617	147,621	147,618	147,622
Total Capital Repayment	86,807	97,414	112,970	133,474	144,791	147,624	147,617	147,617	147,621	147,618	147,622
<i>Minimum Debt Service Coverage Ratio</i>	2.9	2.7	2.4	2.1	2.0	2.0	2.1	2.1	2.2	2.2	2.3
Total Uses	573,701	561,730	630,600	632,989	448,929	368,990	391,748	383,526	391,899	400,547	417,730
Ending Cash Balance	206,018	200,510	219,189	253,803	205,024	208,011	197,457	192,997	212,101	221,674	233,991
Operating Reserve Transfer (30%)	5,296	3,784	4,118	4,325	4,377	8,115	3,711	3,822	3,937	4,055	4,176
Ending Unrestricted Cash Balance	200,722	196,726	215,071	249,478	200,647	199,896	193,746	189,175	208,164	217,620	229,814
Operating Reserve Balance (30%)	98,970	102,754	106,871	111,196	115,573	123,688	127,399	131,221	135,157	139,212	143,388
Unrestricted Reserve Balance	107,048	97,756	112,318	142,607	89,451	84,323	70,058	61,777	76,943	82,462	90,602

Detailed Cashflows (3/3)

2046-2055 (\$ in YOE 000's)



Fiscal Year	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2025 - 2039 Construction	2025 - 2055 Overall
Beginning Cash Balance	233,991	241,732	243,234	288,285	337,003	359,373	381,901	430,150	457,131	521,001		
Funding Sources												
Operating Sources												
Farebox Revenue	24,526	25,262	26,020	26,801	27,605	28,433	29,286	30,164	31,069	32,001	159,963	573,993
Total Operating Sources	24,526	25,262	26,020	26,801	27,605	28,433	29,286	30,164	31,069	32,001	159,963	573,993
Non-Operating Sources												
Sales Tax Surcharge	351,747	362,300	373,169	384,364	395,895	407,772	420,005	432,605	445,583	458,951	3,264,354	9,202,228
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	-	-	2,080,000	2,080,000
Federal Capital Investment Grant Funds	-	-	-	-	-	-	-	-	-	-	876,344	876,344
Federal Formula Funds	48,456	51,444	45,696	54,019	49,076	50,414	47,216	54,726	61,527	66,737	481,790	1,253,160
State Funds	9,100	13,733	36,494	30,000	26,299	30,000	34,892	26,035	30,385	13,113	160,669	513,720
Total Non-Operating Sources	409,303	427,477	455,358	468,383	471,270	488,185	502,113	513,366	537,495	538,801	6,863,156	13,925,451
Total Sources	433,829	452,739	481,378	495,184	498,875	516,618	531,399	543,530	568,564	570,802	7,023,120	14,499,445
Funding Uses												
Operating Uses												
WeGo Service Support	51,481	54,409	57,458	60,630	63,932	67,367	70,940	74,657	78,522	82,541	453,763	1,369,300
WeGo Service Enhancers	212,810	219,194	225,770	232,543	239,520	246,705	254,106	261,730	269,582	277,669	1,328,727	4,921,191
Total Operating Uses	264,291	273,604	283,228	293,174	303,451	314,072	325,047	336,386	348,103	360,210	1,782,491	6,290,491
Capital Uses												
Sidewalks, Signals, Streets, & Safety	-	-	-	-	-	-	-	-	-	-	1,351,235	1,351,235
All Access Corridors	-	-	-	-	-	-	-	-	-	-	1,770,774	1,770,774
WeGo Essentials	14,167	30,003	5,480	5,672	25,438	32,404	10,481	32,543	8,982	9,296	884,993	1,121,746
Places for Everyone	-	-	-	-	-	-	-	-	-	-	35,626	35,626
Innovation & Technology	-	-	-	-	-	-	-	-	-	-	46,264	46,264
Total Capital Uses	14,167	30,003	5,480	5,672	25,438	32,404	10,481	32,543	8,982	9,296	4,088,891	4,325,644
Capital Repayment												
Revenue Bond Debt Service	147,630	147,630	147,619	147,621	147,615	147,614	147,623	147,621	147,608	147,615	946,714	3,308,627
Total Capital Repayment	147,630	147,630	147,619	147,621	147,615	147,614	147,623	147,621	147,608	147,615	946,714	3,308,627
<i>Minimum Debt Service Coverage Ratio</i>	2.4	2.5	2.5	2.6	2.7	2.8	2.8	2.9	3.0	3.1	2.0	2.0
Total Uses	426,088	451,237	436,327	446,466	476,505	494,090	483,150	516,550	504,693	517,121	6,818,096	13,924,763
Ending Cash Balance	241,732	243,234	288,285	337,003	359,373	381,901	430,150	457,131	521,001	574,682	205,024	574,682
Operating Reserve Transfer (30%)	4,302	4,431	4,564	4,701	4,842	4,987	5,136	5,290	5,449	5,613	115,573	192,702
Ending Unrestricted Cash Balance	237,430	238,803	283,722	332,302	354,532	376,914	425,014	451,840	515,552	569,070	89,451	381,980
Operating Reserve Balance (30%)	147,690	152,121	156,684	161,385	166,226	171,213	176,350	181,640	187,089	192,702	115,573	192,702
Unrestricted Reserve Balance	94,042	91,113	131,601	175,618	193,147	210,688	253,801	275,490	333,912	381,980	89,451	381,980