



FOR IMMEDIATE RELEASE

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Let's Move Nashville: Metro's Transportation Solution Fact Sheet

NASHVILLE, Tenn. (October 17, 2017) – At an event in the Music City Center, Mayor Barry joined with transit advocates and local leaders to announce “Let’s Move Nashville: Metro’s Transportation Solution,” a multi-faceted approach to transportation infrastructure that will improve the quality of life for all residents and make public transit a faster, more attractive alternative for residents and visitors alike.

HISTORY

- Metro’s Transportation Solution is the culmination of multiple strategic plans and legislative efforts to allow for transit improvements in Nashville
- In 2015, the Metro Planning Commission adopted NashvilleNext, a strategic plan to guide growth and development throughout Davidson County which calls for greater density along our major pikes and corridors and better access to transit.
- The 2015/16 nMotion strategic planning process resulted in more than 20,000 community engagements to inform a regional transit plan for Nashville over the next 25 years.
- In 2017, Governor Haslam and the State Legislature enacted the IMPROVE Act, which increased funding for roadway projects across Tennessee and enacted a local option for voters in certain counties to adopt a transit improvement plan with dedicated funding sources.
- Metro engaged consultants, HDR Inc. and CDM Smith, to develop a transportation plan based on the nMotion strategic plan that would fit the parameters of the IMPROVE Act and meet the needs of Nashville residents now and in the future.

METRO’S TRANSPORTATION SOLUTION

Improve Existing Service:

- Frequent Transit Network – 10 Routes (West End, Shelby, Hillsboro, Charlotte, Murfreesboro, Bordeaux, Dickerson, Gallatin, Nolensville, Music City Circuit - Riverfront Station and the Gulch through Downtown to TSU/North Nashville)
 - Expand Span of Service (515am – 115am MON-SAT, 615am-1015pm SUN) – By Fall 2018

- Improved Frequency - By Fall 2019
- Frequency and Span improvements on other local routes: Lebanon, 8th Avenue South, MetroCenter, Whites Creek, 12th Avenue South, Airport/Elm Hill Pike, Herman, Meridian, McFerrin, Opry Mills, St. Cecilia/Cumberland and Madison Connector, based on demand and development patterns – Start phasing in by Fall 2019
- Route extensions to serve newly developing areas based on demand and development patterns – beginning in Fall 2019 and continuing as needed.
- Improved AccessRide Service -
 - Real-time/advance call information – By late 2018
 - Expanded service to address increasing demand – By late 2018
 - Expanded integration with outside taxi providers, TNC’s (Transportation Network Companies) and private providers – By late 2018
 - Same-day service – By 2019
- Expanded Crosstown and “Throughtown” Routes
 - 4 New crosstown routes (Trinity, Edgehill, Bell, Airport-Opry Mills via Donelson) – by late 2019.

Make Service Easier to Use:

- Consistent Regional Branding – By late 2018
- Expanded digital signage (real-time, wayfinding, etc.)
- Expanded fare vending machines/off-board fare collection
- Open payment systems with parking, TNC’s, carshare, bikeshare, etc.
- Fare and service integration with TNC’s, Fixed Route/AccessRide, Carshare, Bikeshare
- Individual account-based payment systems allowing for third party fare subsidy

Improve Access to Transit

- Improve pedestrian connections to major bus stops/stations
- Integrate AccessRide, TNC’s and taxis into the fixed route network with on-demand first mile/last mile connections – by 2019

Make Service More Comfortable

- Increase size and related amenities associated with passenger waiting shelters
 - Add/Upgrade 20 Shelters/Stations per Year
- Support on-board and in station wifi (by 2019)

Neighborhood Transit Centers

To include some elements of the following, based on community needs:

- Intersection of 2 – 5 bus routes

- Carshare parking
- TNC/rideshare/taxi pickup/drop off
- Indoor, climate controlled passenger waiting
- Employee comfort stations
- Bikeshare station/bicycle storage
- Fare Vending Machines
- Digital Wayfinding/Real-Time Information
- Sidewalk and pedestrian infrastructure improvements to surrounding neighborhoods
 - Rivergate Mall/Gallatin; Madison; Dickerson; Opry Mills/Music Valley Village; North Nashville; TSU; Midtown; Hermitage; Donelson; Nashville Airport; 100 Oaks Mall; Harding Place; Hillsboro/Green Hills; White Bridge; Charlotte; Bellevue; Hickory Plaza; Hickory Hollow/Global Mall; Bell Rd

Transportation System Improvements

- Projects will be implemented countywide
- Intersection improvements will target the county's most dangerous intersections to improve safety and traffic flow
- Traffic signal updates and synchronization
- Pedestrian safety improvements, including neighborhood traffic calming and school zone traffic control

Rapid Bus Corridors

Rapid bus will be designed based on the needs of the individual corridors, incorporating some of the following elements:

- Fully electric bus fleet
- Stop consolidation
- Transit signal priority
- Sidewalk improvements
- Level platform boarding and off-board fare collection (where feasible)
- Dedicated bus lanes where feasible and supported by the community
- Queue jumps to allow buses to move ahead of traffic at a stop light (where feasible)
- Upgraded shelters that are larger, include real-time information, and public safety measures
- Approximately 25 miles total of rapid bus corridor on Dickerson, Clarksville Pike (Bordeaux), West End, and Hillsboro

Music City Star (Commuter Rail) Improvements

- Expand service from 5 AM to 11 PM
- 40 minute weekday peak period service, and 60 minute off-peak service
- Increase travel speeds
- Four additional refurbished coach cars
- Three new passing sidings

- Positive Train Control (PTC)
- Costs have been proportioned for the Davidson County referendum

Light Rail Transit

Light Rail Transit (LRT) brings fast, high-capacity trains to Nashville – travelling in their own lanes and avoiding daily traffic congestion. Travel by LRT is dependable and hassle-free, providing an alternative to driving for people traveling in and out of downtown for work or play. And passengers will find park-and-ride lots, bike lanes and racks, and sidewalks along the LRT corridors to make riding LRT easy to access.

It will feature five major corridors, with a downtown tunnel connection that will allow for trains and rapid buses to run from West and Northwest to Southeast, Northeast to South.

- NW Corridor – from downtown along Charlotte Ave; utilize existing freight rail tracks starting at Spruce Street (near 20th Street), and Charlotte and ending north of TSU at Buchanan and Ed Temple.
 - The rail is owned by the Cheatham County Rail Authority and Metro has received preliminary support from Mayors in Cheatham and Montgomery County.
 - LRT would operate during normal hours, with freight traffic at night (similar to Music City Star)
- Gallatin Road – from downtown to Briley Parkway
- Murfreesboro Road – from downtown to the Nashville International Airport
- Nolensville Road – from downtown to Harding Road
- Charlotte Avenue – from downtown to I-440
- More than 26 corridor miles (nearly 52 track miles) throughout the network in the first phase, serving as the starting point for future connections towards the county line and other cities in Middle Tennessee.
- Nearly 2 miles of tunnel downtown starting near Charlotte and ending in SoBro with an underground stop at Broadway and 5th Ave
- Approximately 37 LRT stations
- 7 LRT Park and Ride facilities
- 57 LRT vehicles (including spares)
- About 282,000 linear feet of new or improved sidewalks along the corridors
- First lines begin to open in 2026, with completion of the network in 2032.
- Conceptual design and planning on the LRT network is preliminary at this point. More intensive design, including community engagement, will be required if the ballot initiative is approved by voters in 2018.

FUNDING

Metro's transportation solution represents a \$5.2 billion capital infrastructure investment in 2017 dollars, with sustainable funding for operations and maintenance over a 50 year period. The program will be paid for by a combination of federal grants, bonds, fare revenues, and tax surcharges that will allow for the construction, operation, and maintenance of the network. The surcharges will sunset in 2068, and will include:

- 1/2 percent sales tax surcharge starting in July of 2018, and graduating to one percent in 2023.
- 1/4 percent surcharge on the hotel/motel tax starting in FY18-19, graduating to 3/8 percent in 2023.
- 20% surcharge on the local rental car tax
- 20% surcharge on the business and excise tax, which for a business paying \$1,000 currently in taxes will be required to pay an additional \$200 per year.

Additionally, the Convention Center Authority will be asked to help fund the construction of a SoBro transit stop utilizing portions of the hotel/motel taxes generated in the downtown core, and the Metro Nashville Airport Authority will fund the construction of a light rail spur from the intersection of Murfreesboro Road and Donelson Pike, as well as a transit terminal in the airport.

Cost Estimate Breakdown:

| PROJECT ITEM | Cost (2017 dollars in millions) |
|---|--|
| Gallatin Pike – Light Rail Transit | \$ 789 |
| Charlotte – Light Rail Transit | \$ 457 |
| Nolensville Pike – Light Rail Transit | \$ 666 |
| Murfreesboro (Excluding Airport) – Light Rail Transit | \$ 663 |
| Murfreesboro (Airport) – Light Rail Transit | \$ 165 |
| Northwest Corridor – Light Rail Transit | \$ 260 |
| Downtown Transit Connection | \$ 936 |
| Music City Star – Commuter Rail | \$ 30 |
| O&M Facilities | \$ 164 |
| West End – Rapid Bus | \$ 104 |
| Bordeaux – Rapid Bus | \$ 45 |
| Dickerson Road – Rapid Bus | \$ 42 |
| Hillsboro – Rapid Bus | \$ 42 |
| Existing System Expansion | \$ 807 |

TIMELINE

- October 2017
 - Release of transit improvement program that includes the surcharge types and rates termination date of surcharge (FY2068-2069)
 - Solicit public comment regarding program
 - Notify or coordinate with other local governments surrounding Metro about participating
 - Prepare a plan of financing to include methodology o assumptions, amount of program to be financed by bonds or debt, forecasts and projections based on a ten year period after the inception date of the program.
 - Kraft CPA firm selected to independently review financing plan, operating under parameters established by Tennessee Comptroller of the Treasury
- November 2017

- Community engagement and feedback on the plan
- December 2017
 - Kraft CPA finishes review of plan to certify financial feasibility
 - File ordinance with Metro Council approving the transit improvement program, to contain a brief summary of 250 words or less for the program to be placed on the ballot
- January 2018
 - Metro Council considers proposed ordinance
- February 6, 2018
 - Metro Council votes on third reading whether to place transit plan on ballot
- May 1, 2018
 - County primary election proposed as referendum date

IMPROVE ACT

Governor Bill Haslam's Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE) Act was a comprehensive transportation proposal to fund improvements to state roads and bridges, while also authorizing local governments to propose ballot initiatives that would create sustainable funding mechanisms for public transportation.

The act set forth the requirements and limitations for local governments, including the funding mechanisms authorized to include surcharges on the following taxes:

- Local option sales tax (up to 2.25%)
- Business tax (up to 20% of current assessed tax)
- Motor vehicle tax (up to \$200)
- Local rental car tax (up to 20% of current assessed tax)
- Tourist accommodation tax (total taxes assessed on hotel/motel rooms cannot exceed 20%)
- Residential development tax (*Davidson County is not qualified to implement this tax under current state law*)

Adoption of a Transit Improvement Programs.

According to the IMPROVE Act, a transit improvement program must indicate and describe in reasonable detail the public transit system projects and services to be funded and implemented under the program.

A transit improvement program must state:

- The type and rate of a surcharge that will provide funding to the program:
 - When a surcharge will terminate or the date or conditions upon which the surcharge will be terminated or reduced;
 - Any other sources of funding for the program;
 - An estimate of the initial and recurring cost of the program;
 - The implementing agencies responsible for carrying out the program; and
 - The geographic location of the public transit system projects.
- Prior to adoption of a transit improvement program, a local government must:
 - Solicit public comment regarding the transit improvement program;

- Make reasonable efforts to notify or coordinate with other local governments surrounding the local government that is considering adopting the transit improvement program; and
- Prepare a plan of financing that demonstrates a proposed transit improvement program's financial feasibility that includes the methodology and assumptions used in the financial forecasts and projections supporting the plan's analysis.
- "Financial feasibility" means the transit improvement program is likely to be viable after taking into account the anticipated costs, risks, and liabilities of the transit improvement program, the anticipated revenue generated by the surcharge and transit improvement program, and the local government's financial position. A local government shall obtain a determination or opinion in accordance with the attestation standards from an independent certified public accounting firm that the assumptions in the local government's plan of financing provide a reasonable basis for the local government's forecast or projection given the hypothetical assumptions supporting its analysis that the proposed transit improvement program is financially feasible.
- Prior to obtaining the determination or opinion, the local government shall obtain approval from the comptroller of the treasury of the selection of the firm and the procedures to be used by the firm in making the determination or opinion. Upon approval of the firm and the procedures to be used by the firm by the comptroller of the treasury, the local government shall submit to the firm a plan of financing for any of the projects or services to be provided as part of the transit improvement program. Other relevant information may be considered in making the determination or opinion required by this subdivision.
- The local government shall publish the completed financial feasibility determination or opinion in its entirety with the plan of financing on its website as soon as practicable after completion

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