

The Honorable Kenneth Wilber, Chairman



NASHVILLE AREA

Metropolitan Planning Organization

Middle Tennessee Transportation Planning: Sumner County Priorities

Hendersonville Area Chamber of Commerce
January 6, 2015

\$6 Billion through 2035 → \$1 Billion through 2017

Nashville Area Metropolitan Planning Organization



2035
NASHVILLE AREA
Regional Transportation Plan



Respectfully prepared for the citizens of the Nashville region by the:
Nashville Area Metropolitan Planning Organization
800 Second Avenue South
Nashville, Tennessee 37201
Phone: (615) 862-7204 Fax: (615) 862-7209

<http://www.nashvillempo.org/2035>

<http://www.nashvillempo.org/2040>

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2011-2015**



DRAFT FOR FEDERAL REVIEW
October 28, 2010



Nashville Area Metropolitan Planning Organization
800 Second Avenue South
Nashville, Tennessee 37201
Phone: (615) 862-7204 Fax: (615) 862-7209
www.NashvilleMPO.org

http://www.nashvillempo.org/plans_programs/tip/

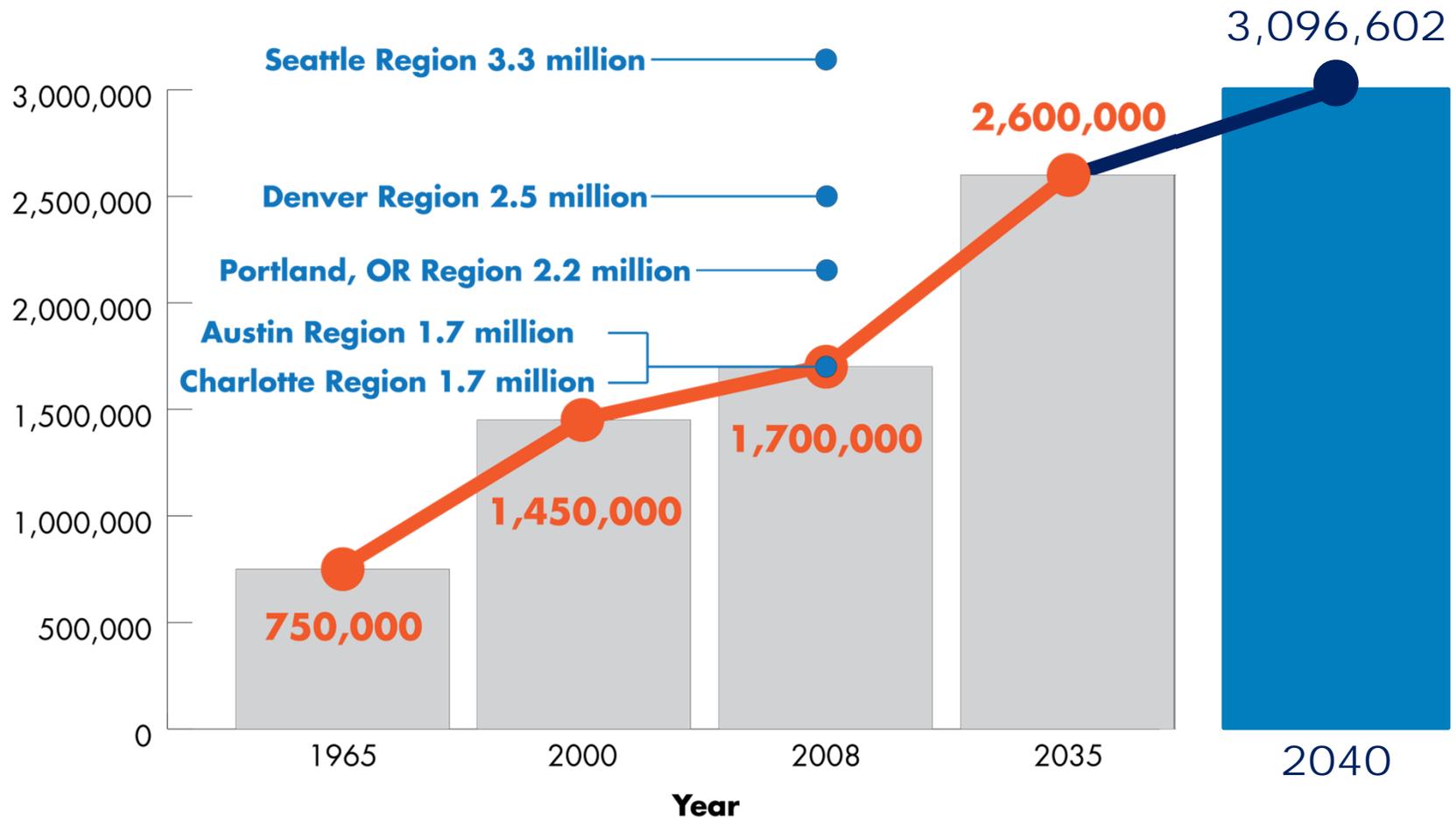
nashvillempo.org

2040 Population & Employment Forecasts

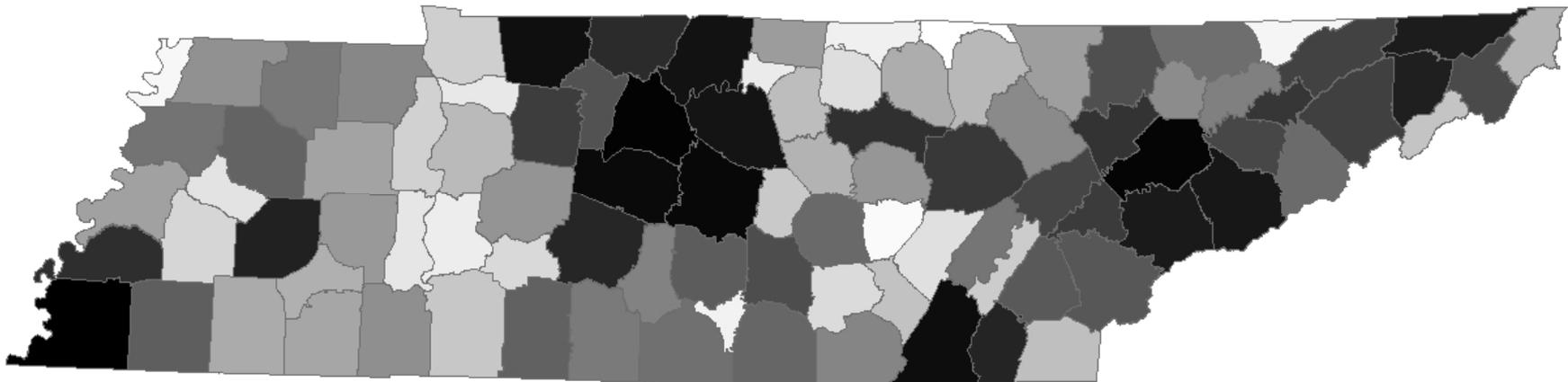
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Population Growth

Middle Tennessee Population Growth:
Nearly **1 Million** More Residents by 2035



Population Rankings 2040

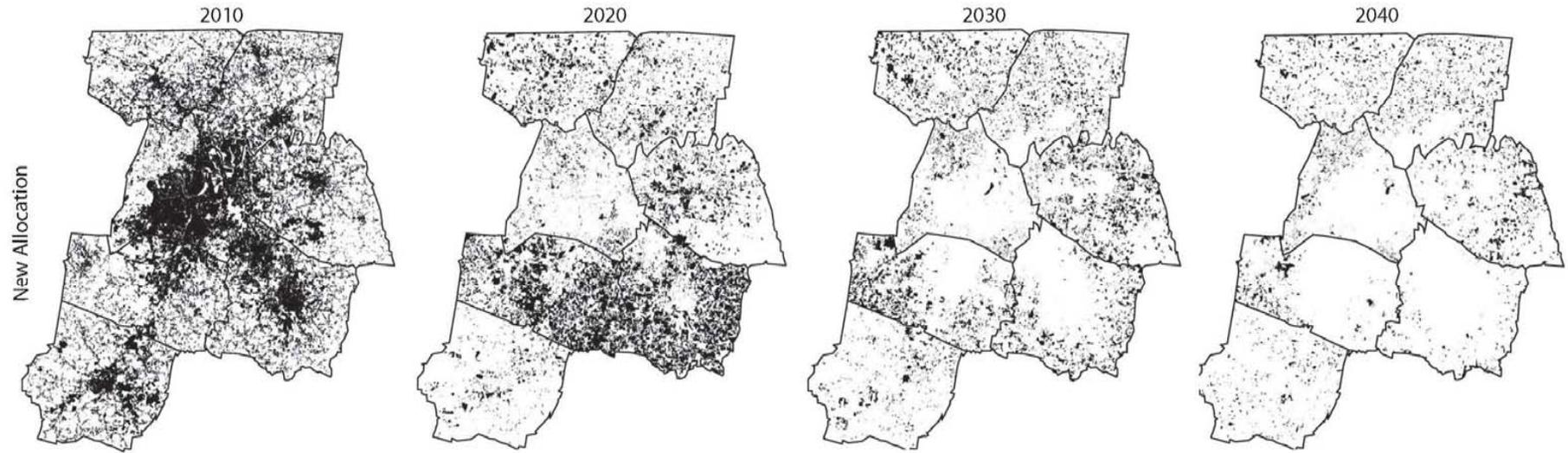


TOP 10 Most Populated

Shelby	1,018,313
Davidson	813,297 (4)
Knox	662,902
Rutherford	592,812 (2)
Williamson	536,434 (1)
Hamilton	399,769
Montgomery	308,759 (5)
Sumner	238,950 (9)
Wilson	231,902 (6)
Sevier	178,010

Least  Most

Development Pattern by Horizon Year



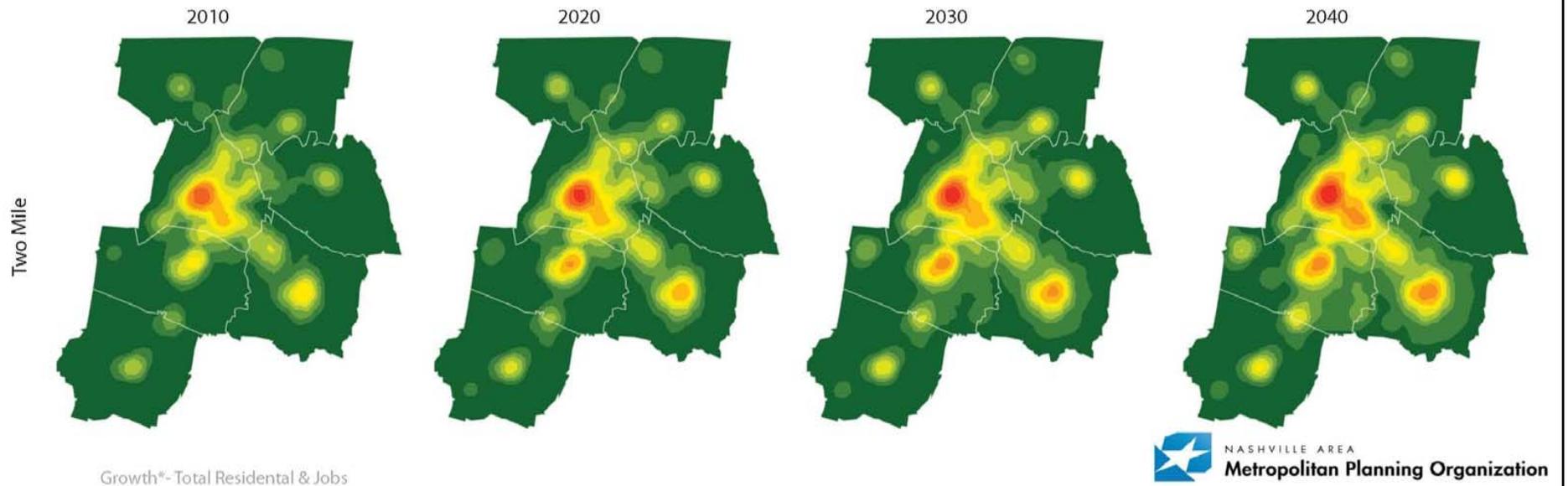
Land Development Forecast

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Development Pattern by Horizon Year



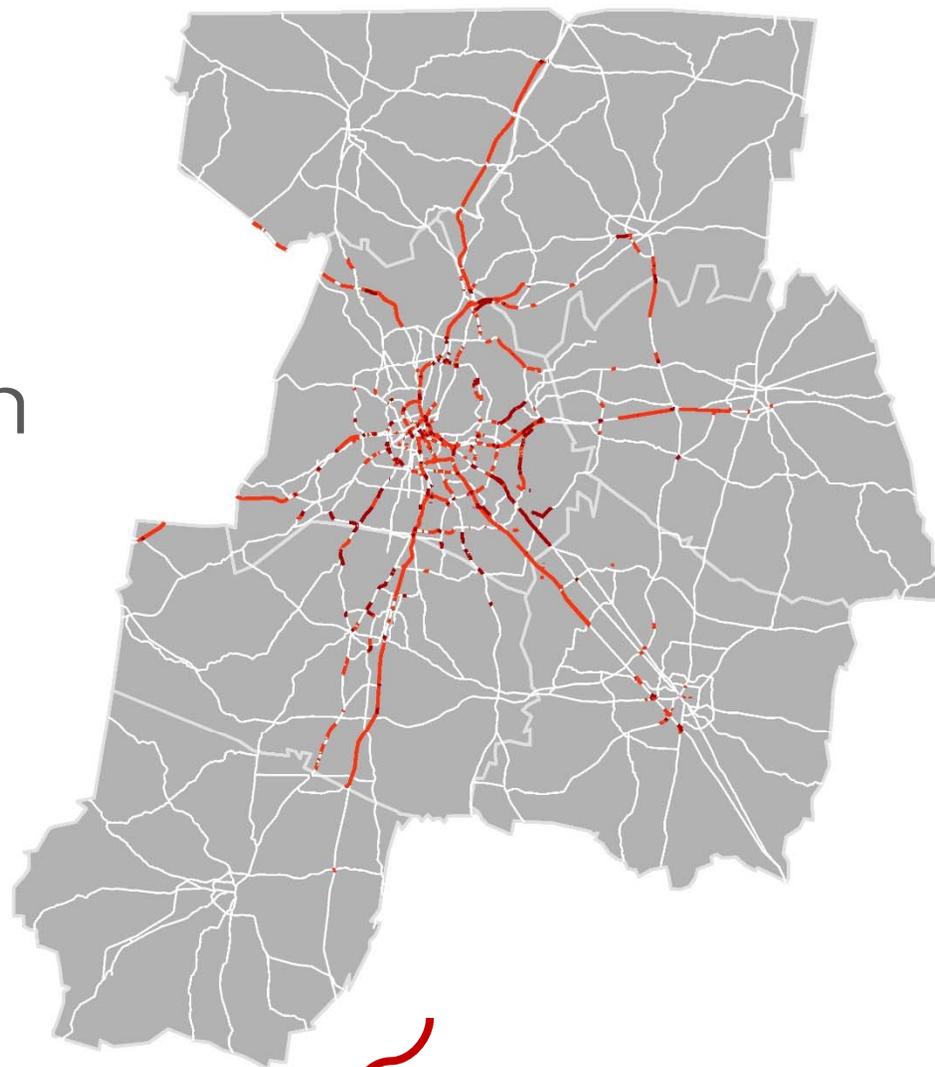
Cumulative Growth by Intensity



Traffic Congestion



2010 Congestion



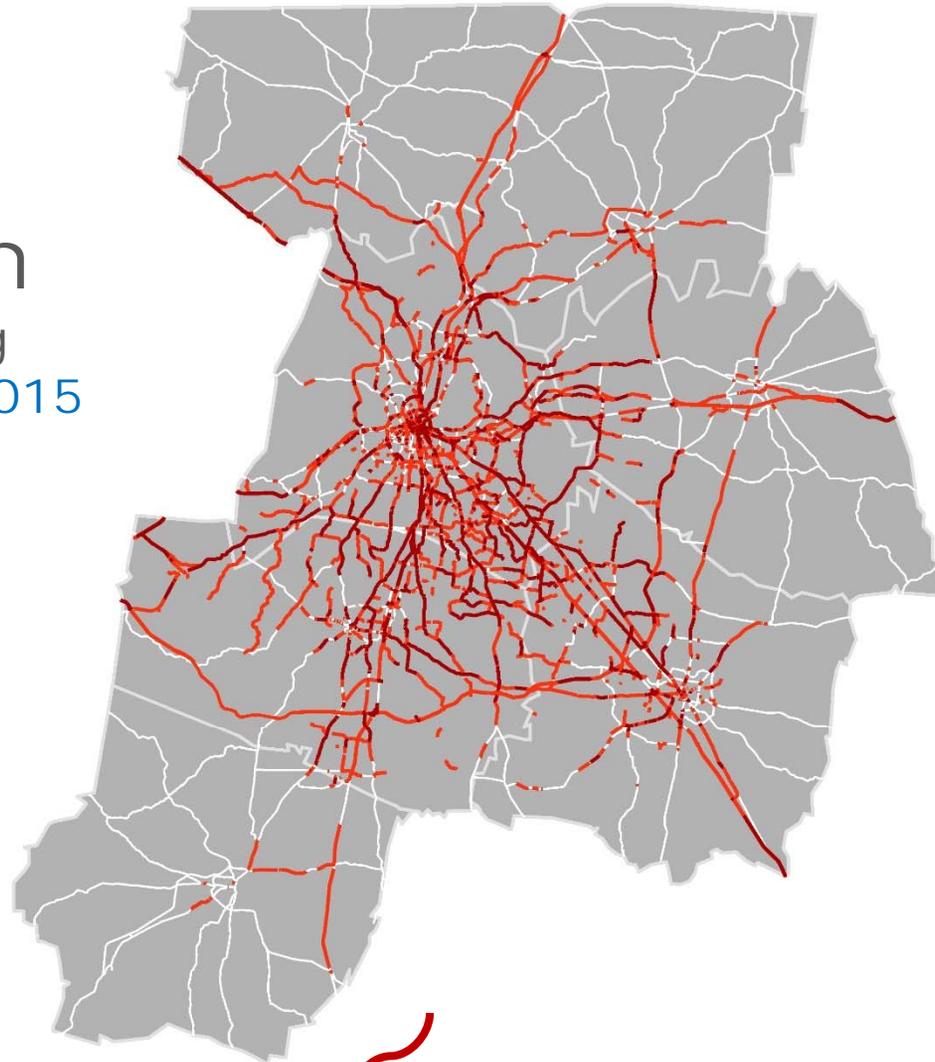
 Routes operating **over capacity** during peak hours

 Routes operating at **70% or less of free flow speed** during peak hours

2040

Congestion

After implementing projects through 2015

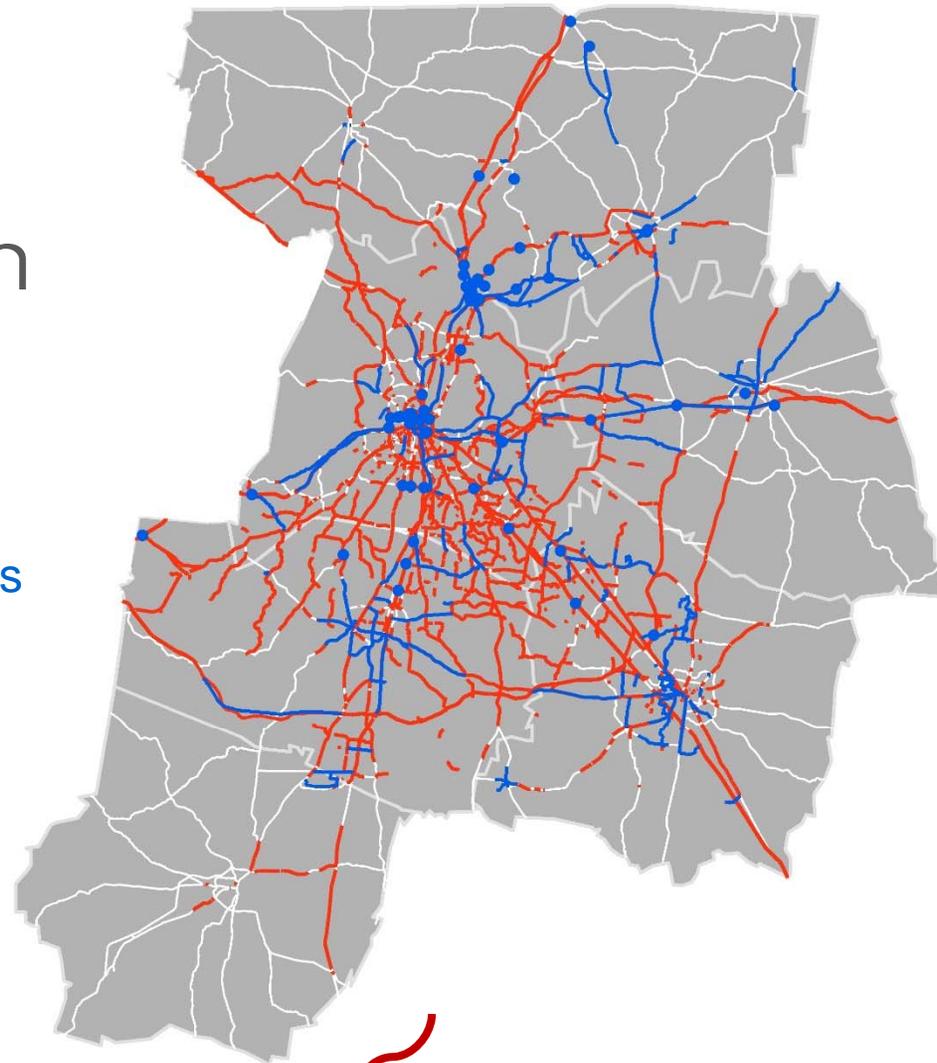


 Routes operating **over capacity** during peak hours

 Routes operating at **70% or less of free flow speed** during peak hours

2040 Congestion

\$6 Billion Cost-Feasible
2035 Plan Improvements

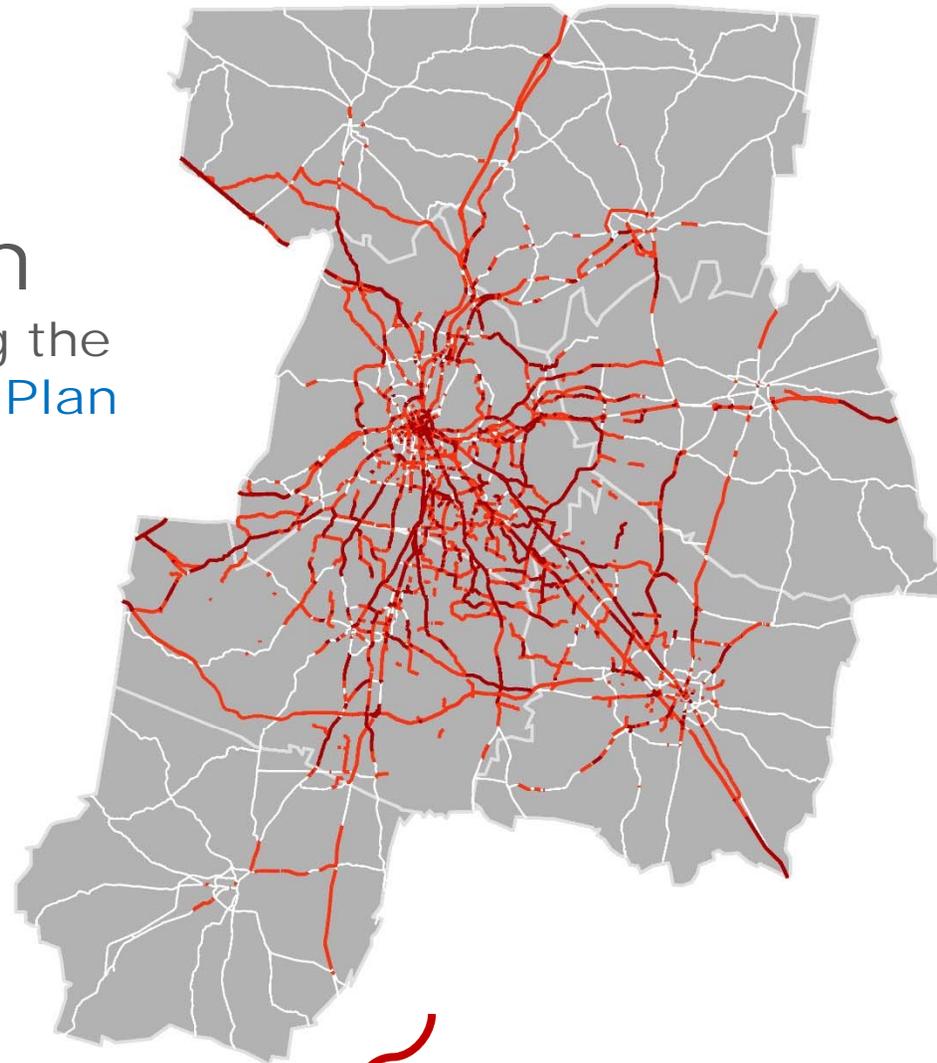


 Routes operating at **70% or less of free flow speed** during peak hours

2040

Congestion

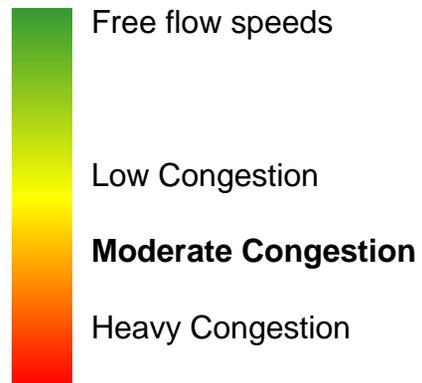
After implementing the cost-feasible [2035 Plan](#)



 Routes operating **over capacity** during peak hours

 Routes operating at **70% or less of free flow speed** during peak hours

2010 Congestion

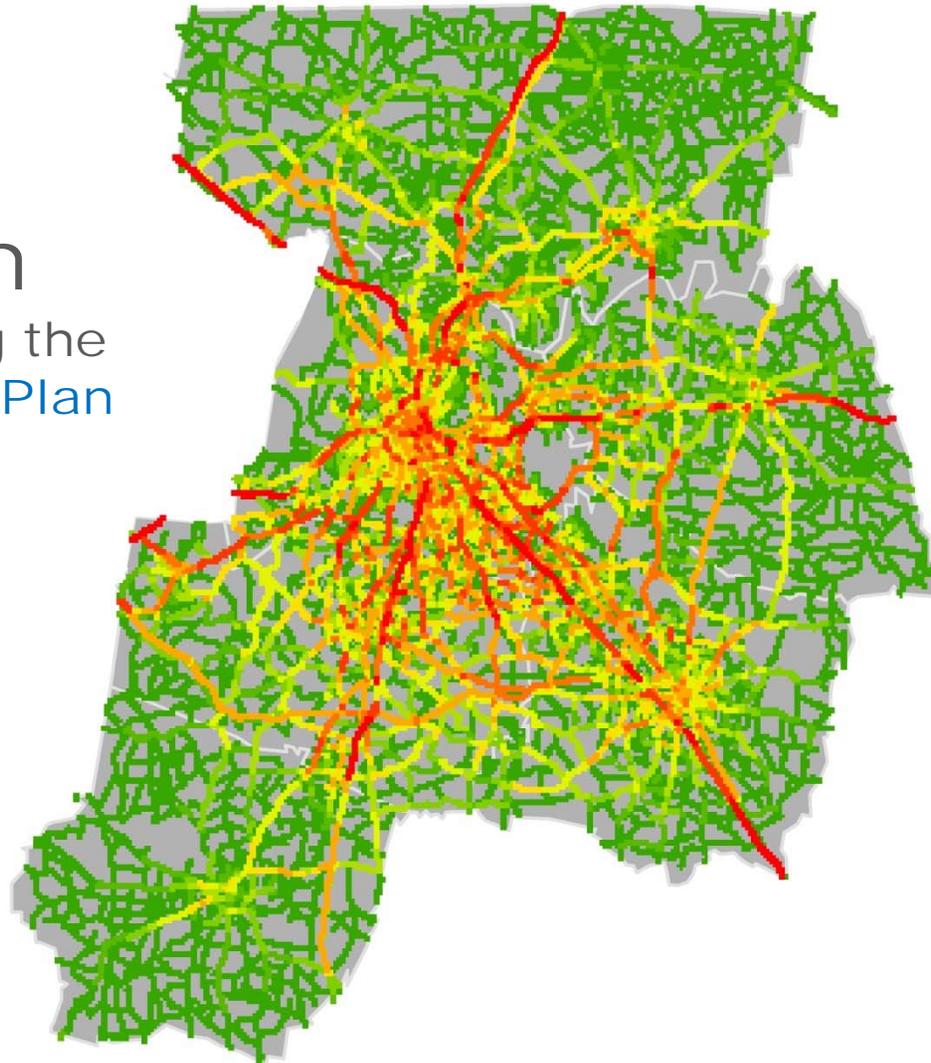
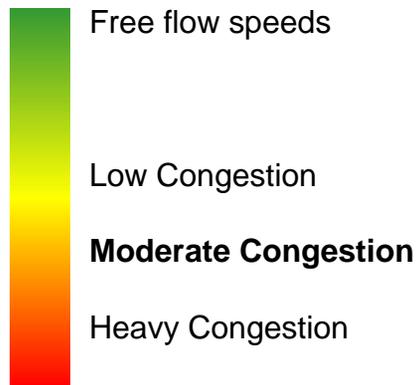


Moderate congestion identified when routes operate at **70% or less of free flow speed** during peak hours

2040

Congestion

After implementing the cost-feasible 2035 Plan



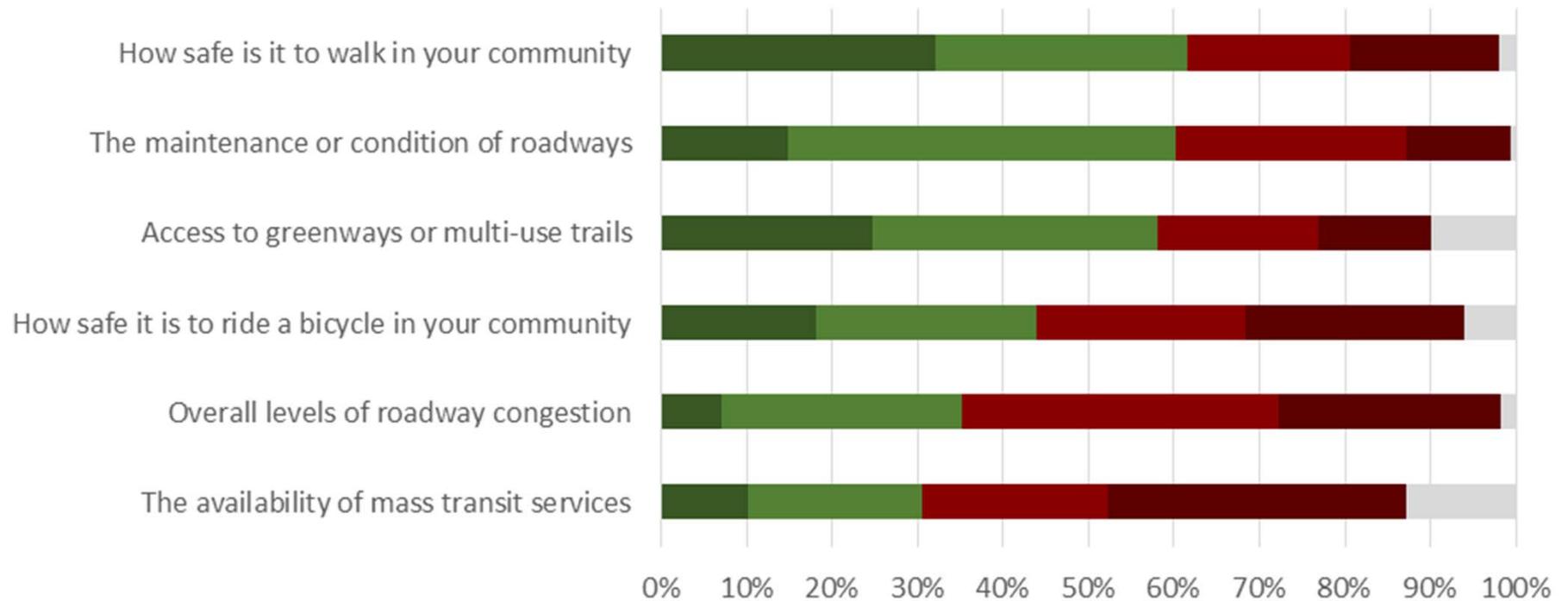
Moderate congestion identified when routes operate at **70% or less of free flow speed** during peak hours

Public Attitudes

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Regional Survey Findings - 2014

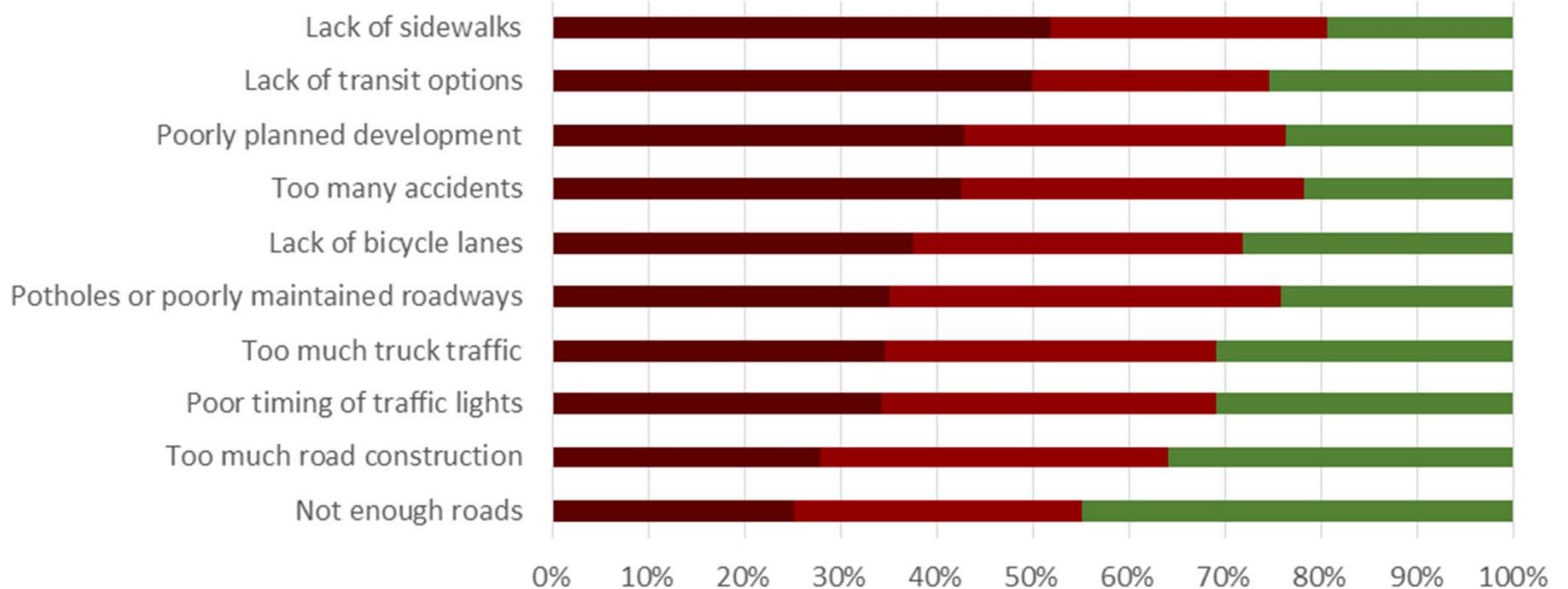
Satisfaction with Transportation



1,100 randomly selected respondents across seven counties, weighted

Regional Survey Findings - 2014

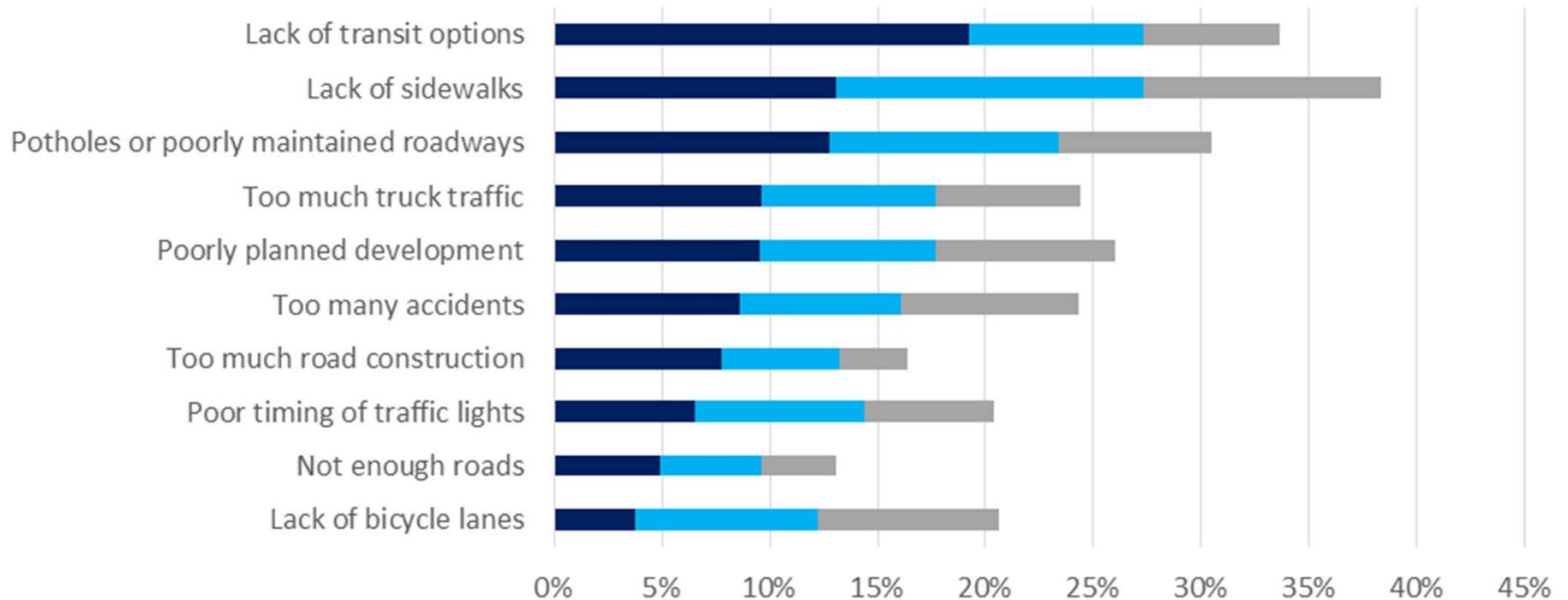
Problems with Transportation



1,100 randomly selected respondents across seven counties, weighted

Regional Survey Findings - 2014

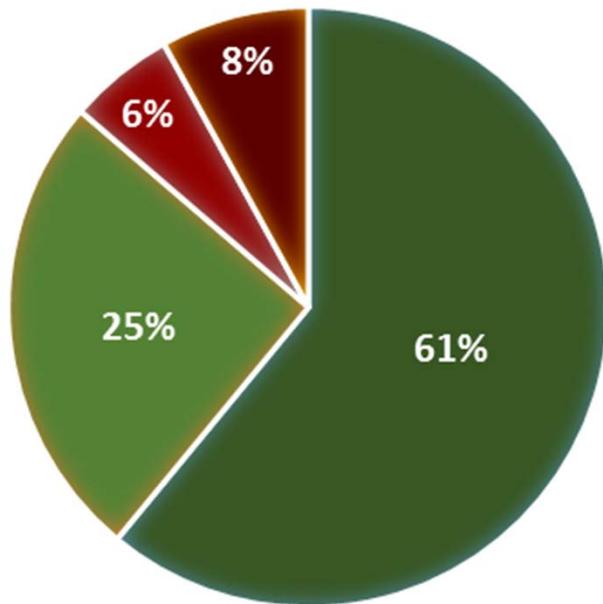
Most Important Problems to Solve



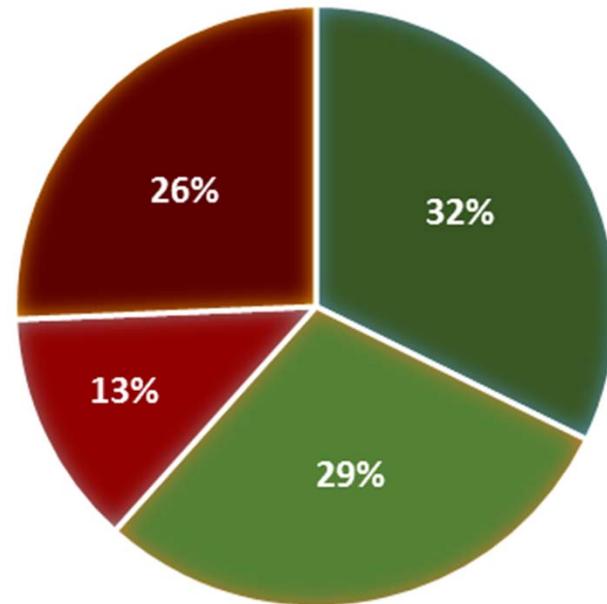
1,100 randomly selected respondents across seven counties, weighted

Regional Survey Findings - 2014

Communities in Middle Tennessee should begin working together to build a regional rapid transit system like light rail, commuter rail, or bus rapid transit to prepare for future growth



If it meant that the region could significantly expand mass transit choices, *I would be willing* to pay slightly more in some type of tax or fee to help pay for it



1,100 randomly selected respondents across seven counties, weighted

2035 Plan Highlights

nashvillempo.org

Middle Tennessee Transit Vision

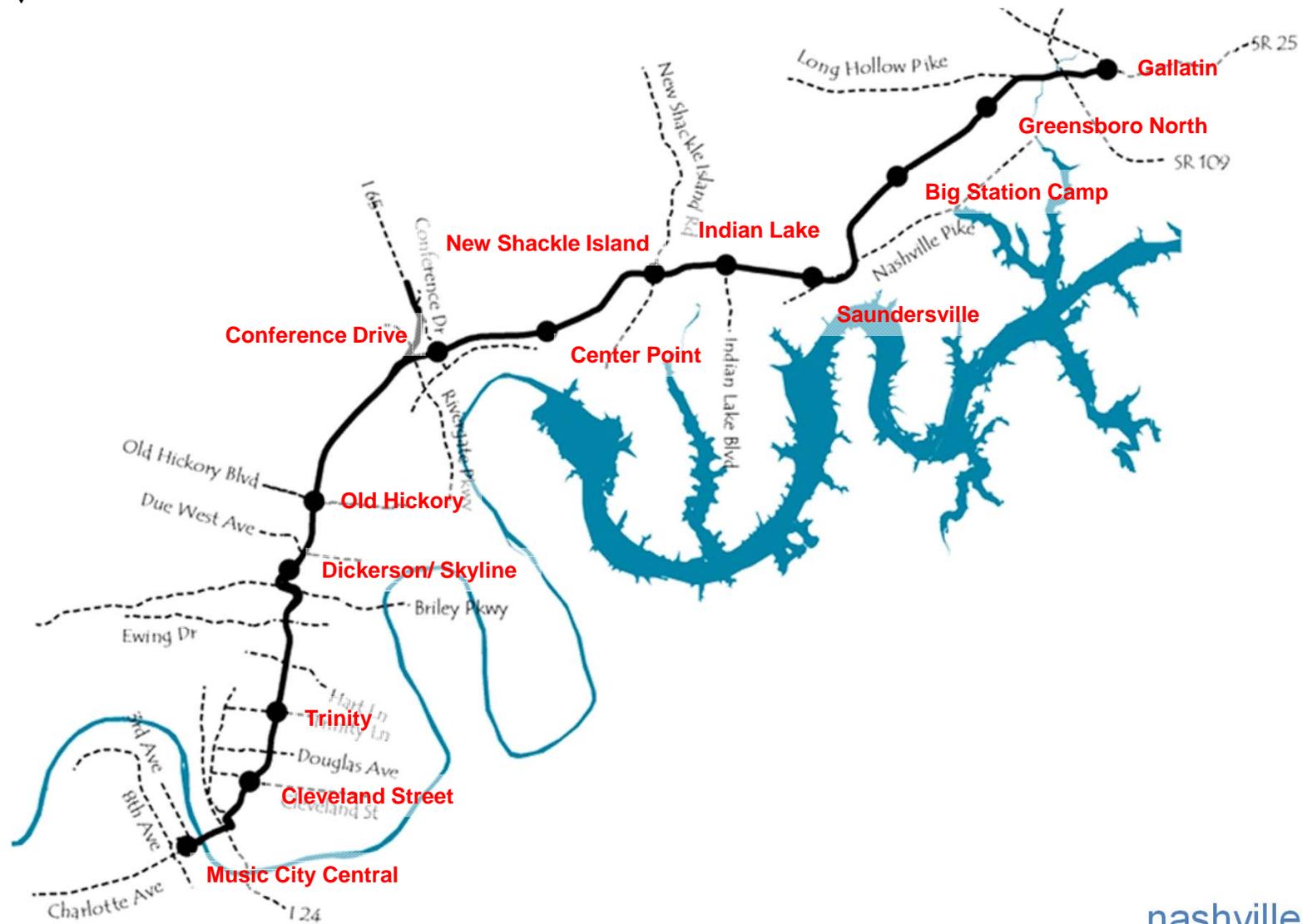
middleTNtransit.org



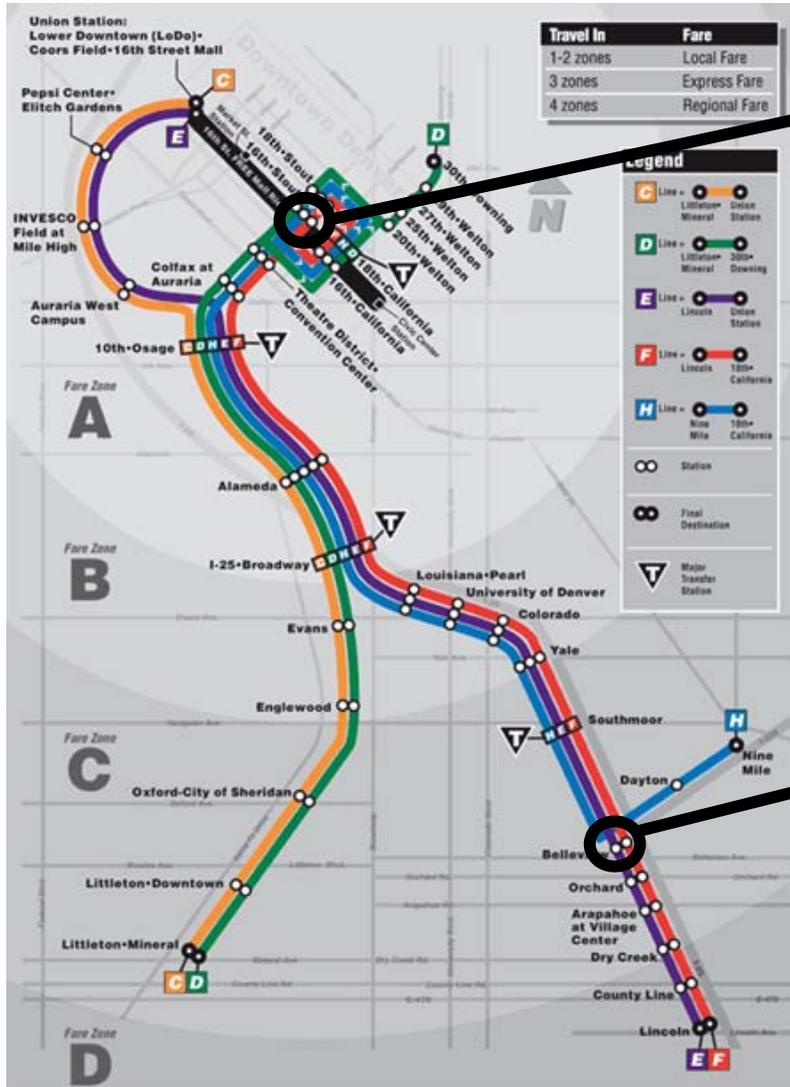
Routes and stations depicted are illustrative only and not intended to represent actual or proposed alignments. This map does not depict all transit services provided or proposed by area transit partners including the Nashville MTA, RTA, Clarksville Transit System, Franklin Transit Authority, or Murfreesboro-Rover.

NE Corridor Rapid Transit

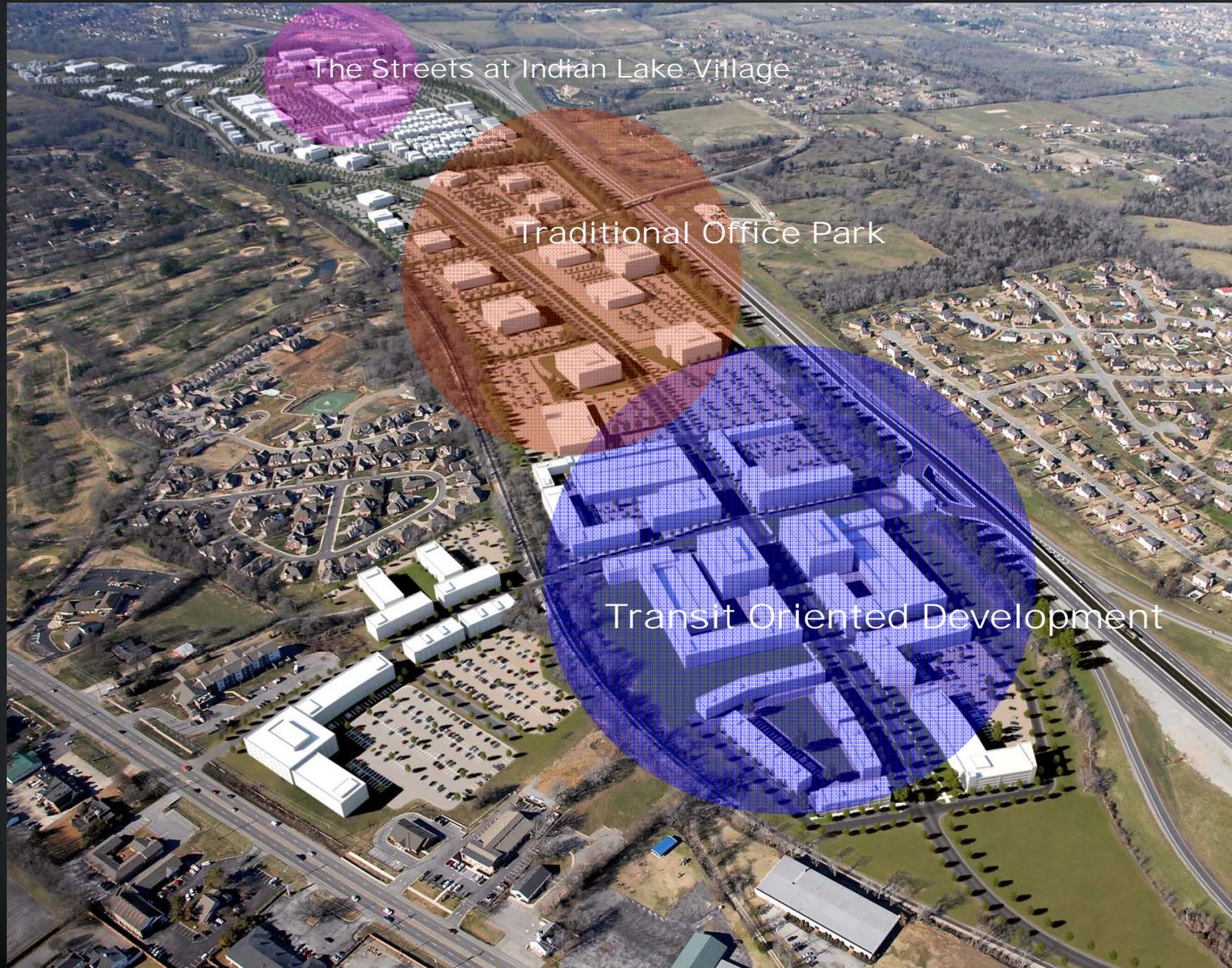
http://www.nashvillempo.org/regional_plan/transit/planning_efforts/study_northeast.aspx



Inspiration: Denver Urban/ Suburban LRT



Saundersville Station



The Streets at Indian Lake Village

Traditional Office Park

Transit Oriented Development

Saundersville Station



- | | | |
|---|---|--|
|  Retail |  Residential townhomes |  Structured Parking |
|  Office |  Public Use |  Green Roof |
|  Residential Flats |  Park | |



Funding Challenges

nashvillempo.org

1993

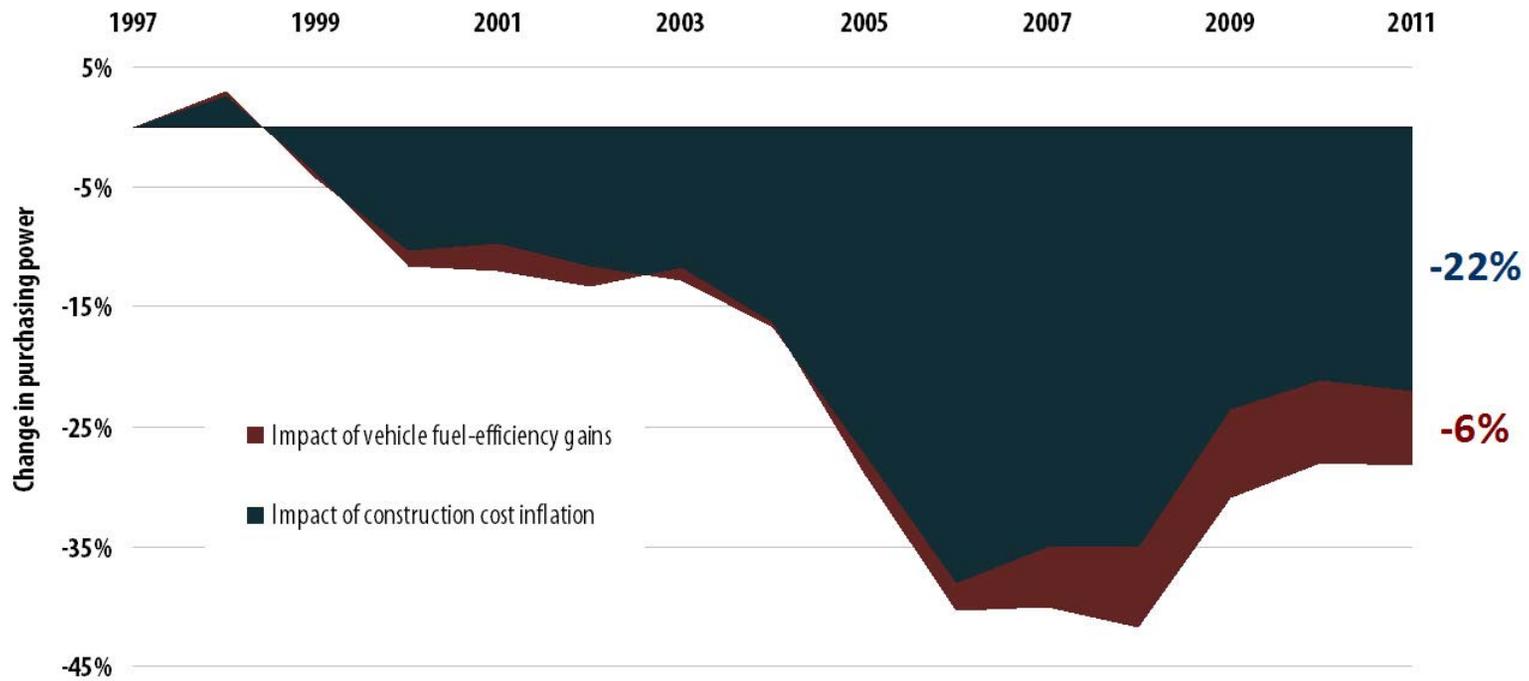
18.4¢

2013

10¢

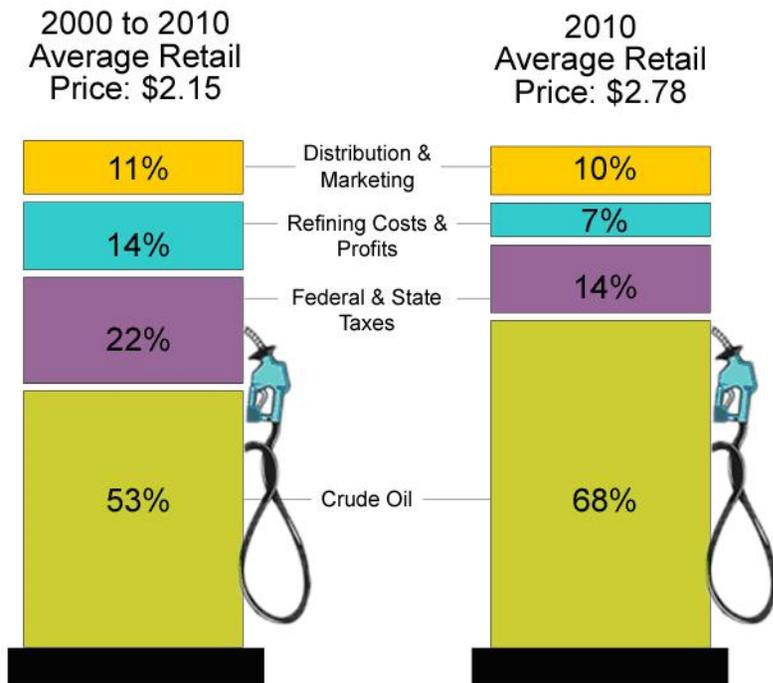
Figure 1: Purchasing Power of the Gas Tax Has Dropped 28 Percent Since 1997

Decline is Due Mostly to Construction Cost Inflation



Source: ITEP analysis of data from the Federal Highway Administration (FHWA)

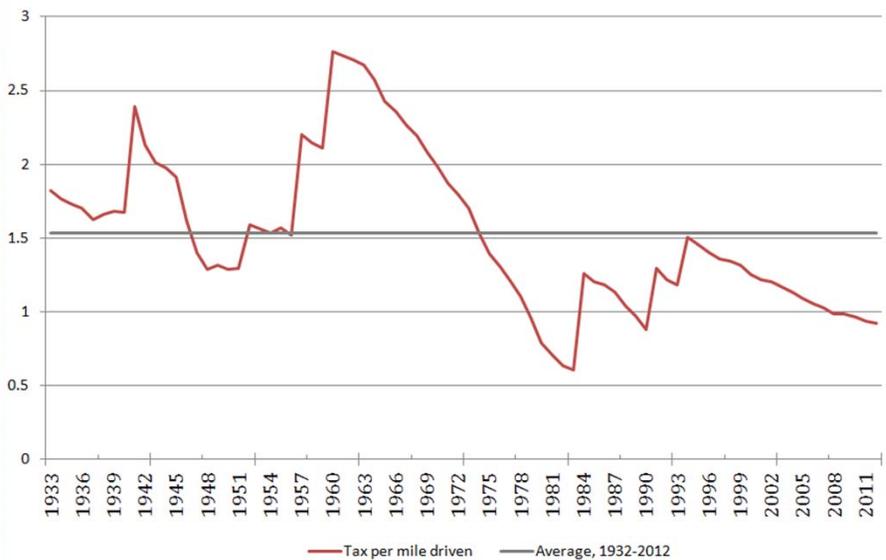
What do we pay for in a gallon of Regular Grade gasoline?



Source: U.S. Energy Information Administration.

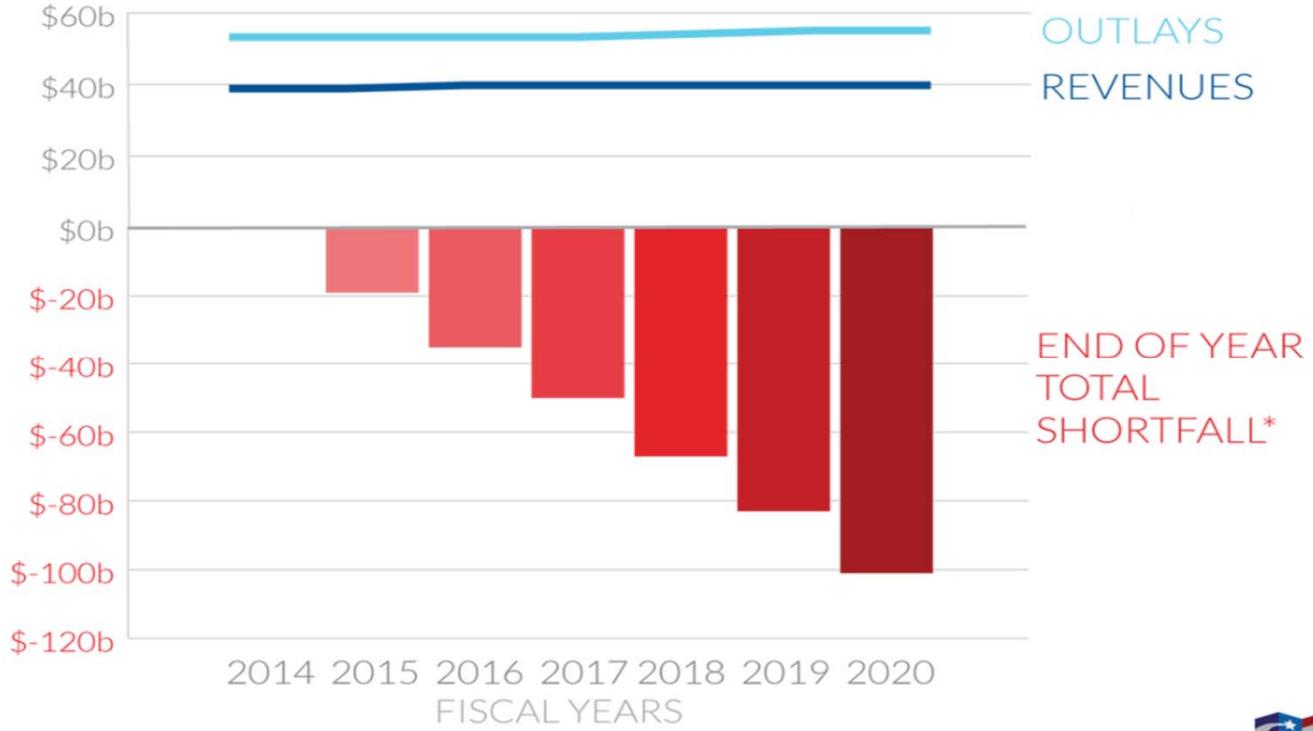
Federal Gasoline Tax Per Mile Driven, 1933-2012

Gas tax rate per gallon inflation-adjusted to 2012 dollars and divided by the U.S. Average Fleet Gas Mileage for the given year



Graphic: Missouri Bicycle and Pedestrian Federation, mobikefed.org
 Tax rate data: TaxFoundation.org CPI data: U.S. Bureau of Labor Statistics
 Gas mileage data: The Auto Efficiency Wedge by Stuart Staniford

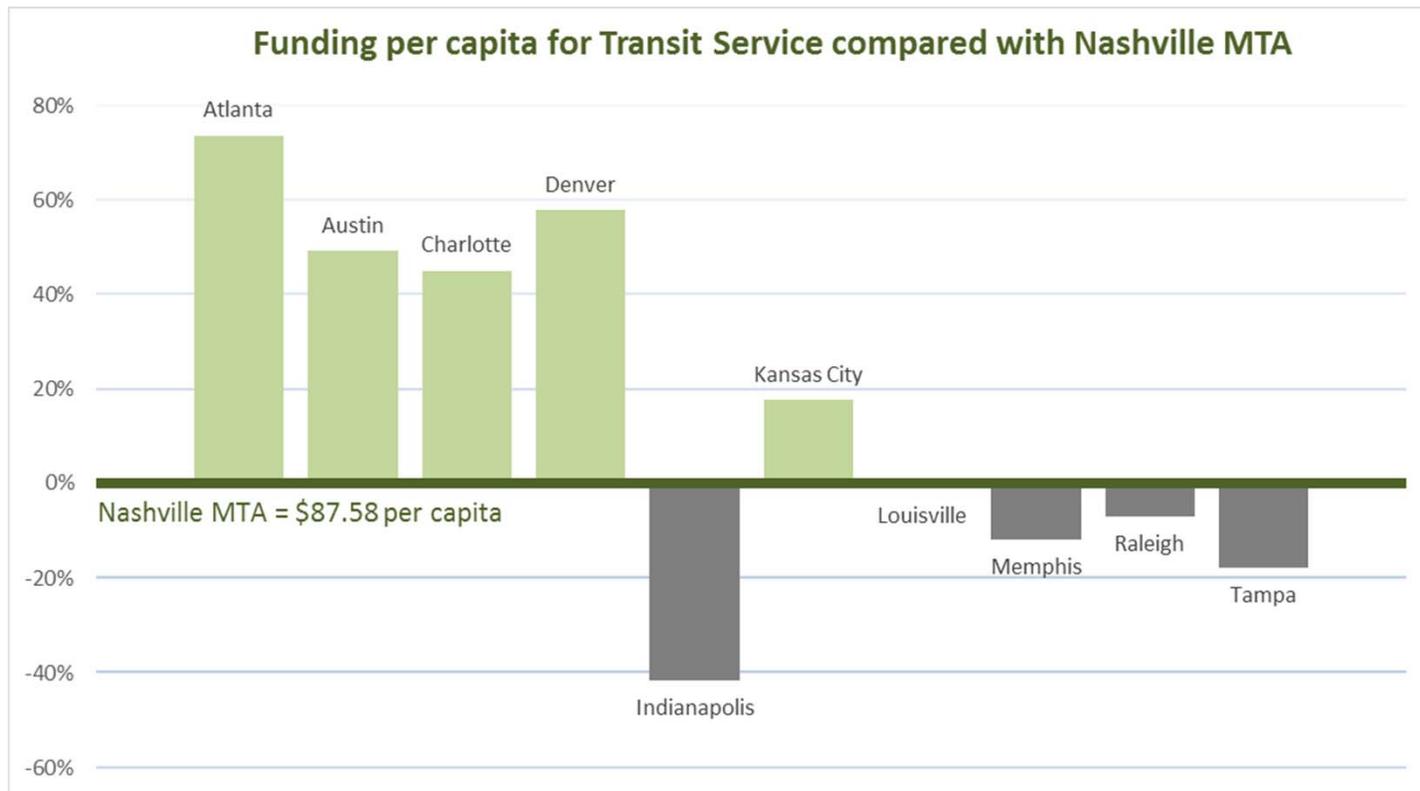
CBO: \$100 billion required to extend MAP-21 for six years



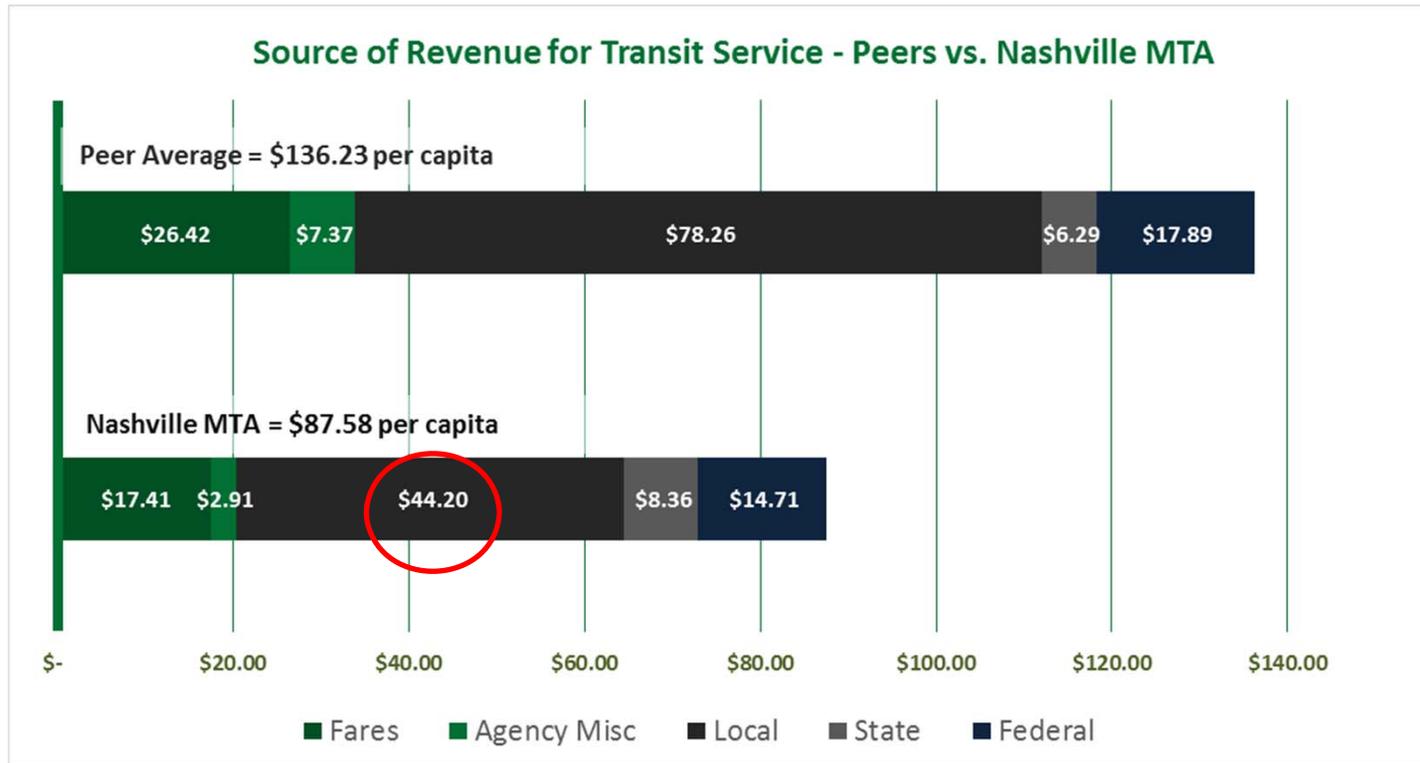
* Total shortfall includes \$6b cash cushion deemed necessary day-to-day cash defaults



Transit Funding per Capita



Transit Funding by Source



Your Thoughts?

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facebook .com/NashvilleMPO



Livability. Sustainability. Prosperity. Diversity.

Michael Skipper, AICP
Executive Director
skipper@nashvillempo.org

Michelle Lacewell, APR
Deputy Director/ Communications Officer
lacewell@nashvillempo.org