

Tennessee Bankers Association

211 Athens Way, Nashville, TN 37228

February 22, 2024 | 2:30 p.m.

Board Members:

Gail Carr Williams, Chair
Janet Miller, Vice Chair

Jessica Dauphin
Kathryn Hays Sasser

Aron Thompson

1. **Call to Order**
2. **Roll Call**
3. **Approval of the January 25, 2024, MTA Board Minutes**
4. **Public Comment**
5. **Information Only Items** – The following information is contained in the distributed Board packet for member review. There is no planned discussion of these items, but the staff is available for discussion should members have questions.
 - Monthly Financial Report Compared to Budget – Ed Oliphant, CFO **M-I-24-004** **P. 7**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-24-005** **P. 10**
 - Upcoming Procurements Projects List – Vince Malone, COSA **M-I-24-006** **P. 15**
 - FY024-2025 MTA Budget Proposal to Metro Finance – Ed Oliphant, CFO **M-I-24-007** **P. 16**
6. **Consent Agenda Items – There are no consent agenda items this month.**
7. **Operations & Finance Committee – Jessica Dauphin, Chair**
 - Quarterly Route Performance Report – Katie Freudberg, Scheduling & Service Planning Manager **OF-D-23-004** **P. 40**
 - Body On Chassis Cutaway Buses – Carl Rokos, Director of Maintenance **M-A-24-002** **P. 43**
 - On-Call Contractor for Sidewalk and Bus Platform Construction – Lydia Benda, Director of Engineering, Construction & Project Management **M-A-24-003** **P. 45**
8. **New Initiatives & Community Engagement Committee – Janet Miller, Chair**
 - Dr. Ernest Rip Patton, Jr. North Nashville Transit Center Update – Kia Lewis, Sr. Project Manager & Dr. Learotha Williams, Jr., (Historian) Tennessee State University Professor **NICE-D-24-001** **P. 47**
9. **CEO’s Report – Stephen G. Bland, CEO**
10. **Chair’s Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

NASHVILLE METROPOLITAN TRANSIT AUTHORITY
Board of Directors Meeting

January 25, 2024

I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee State Library & Archives, located at 1001 Rep. John Lewis Way N., Nashville, TN 37219, on Thursday, January 25, 2024.

II. **Roll Call of Persons Present:**

Gail Carr Williams, Chair	Andy Burke, COO
Janet Miller, Vice Chair	Vince Malone, COSA
Jessica Dauphin, Member	Renuka Christoph, CCO
Kathryn Hays Sasser, Member	Ed Oliphant, CFO
Aron Thompson, Member	Felix Castrodad, Director of Planning & Grants
Margaret Behm, Board Secretary	Patrick Hester, Facilities Manager
Stephen Bland, CEO	
Monica Howse, Sr. Exec. Asst. & Board Liaison	

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:34 p.m.

III. **Approval of Minutes:** Ms. Jessica Dauphin made a motion to approve the December 21, 2023, Nashville MTA Board minutes. Ms. Janet Miller seconded the motion, and the Board unanimously approved the minutes.

IV. **Public Comments:** Board Chair Gail Carr Williams opened the floor for public comments. The public was reminded that comments were limited to two minutes. The following members of the public gave public comments:

- John Bull
- Darius Knight
- Jeremiah Wooten

V. **Informational Items:** The following items were presented for the Board members' review:

- Monthly Financial Report Compared to Budget – No questions
- Monthly Operating Statistics – Ms. Hays Sasser asked about the shortage of operators referenced on page 22, how the hiring process was going, and how it looked with the labor challenges. CEO Bland said that compared to other agencies, WeGo is doing remarkably well, particularly on the operator side. He stated it is identified as a risk issue that CFO Oliphant will review later in the meeting and needs to be actively monitored. He said he would ask staff to update staffing status at a future Board meeting.
- Upcoming Procurement Projects List – No questions

VI. **Operations & Finance Committee Report:** Committee Chair Dauphin presented the following items for discussion and action:

a. **Annual Conflict of Interest (OF-D-24-01):** Chief Financial Officer Ed Oliphant presented the following item for discussion:

For many years now, MTA staff have managed the services of the RTA under contract to the Regional Transportation Authority Board of Directors. This arrangement has proved beneficial to both agencies and the region. Several years ago, the RTA received a finding from the Office of State Comptroller that, while acknowledging the benefit to both parties of this agreement, also identified the risk of potential conflicts of interest that could arise when the interests of one agency possibly conflicted with the other. These conflicts could be real or just perceived. The

corrective action adopted by the RTA Board (and accepted by the Office of State Comptroller) was to have staff report on known potential conflicts - and steps taken to mitigate these conflicts – each year. This item represents that report to the MTA Board for this year, and staff will provide the same information to the RTA Board at one of their regular meetings.

The report represented areas management identified in FY2022/23 where a decision or recommendation was made that could appear to cause potential conflicts of interest for the two agencies and action taken to mitigate any conflicts. Chief Financial Officer Ed Oliphant availed himself of questions regarding the report at the meeting.

Ms. Hays Sasser asked if the current management agreement contract speaks to conflicts of interest or fiduciary duties or how disputes will be handled should they arise. Mr. Oliphant said that the management agreement itself does not, but that the agreement specifically stipulates the services MTA is to provide for RTA, and these reports each year are intended to make each Board aware of conflicts and intervene if they deem it appropriate.

Ms. Behm said the Metropolitan Transit Authority and the Regional Transportation Authority are separate boards with separate charters. RTA is a state-created board, so there's a lot of statutory background for boards to look at as it relates to their respective duties. She said Mr. Oliphant did a great job explaining how the contract was written and outlining the different services. She concluded this was a good exercise because when the Comptroller looked at it, they realized there were some shared expenses and wanted to ensure that each board was getting what it should. The shared expense was primarily the Comptroller's issue.

Mr. Bland said some of the same funding sources fund both agencies, but those distributions are generally made by the funding agency or the Metropolitan Planning Organization. All operations and financial records are segregated, and separate annual audits are performed so that potential issues may be raised in either organization's annual audit.

Mr. Thompson asked if the Comptroller's office would have to review this again. Mr. Oliphant said this could happen as part of an overall operational performance audit of the RTA, but they were satisfied with this approach the last time it was raised.

Ms. Dauphin thanked Mr. Oliphant for presenting this type of report annually.

There was no further discussion.

- b. Annual Risk Assessment (OF-24-002):** Chief Financial Officer Ed Oliphant presented the following items for discussion and action:

Annual risk assessments should include reviews of every area of internal control, policies, and procedures to identify strengths and weaknesses and areas of financial or operational exposure and/or focus. WeGo seeks input from the MTA Board as to what areas of risk they might see that have not been mentioned and what mitigation measures can be taken to mitigate overall risk further and address ways to continue to improve overall operations.

While the report was not an exhaustive list, it was a good exercise to identify all possible risks and address them in order of importance to continue to find ways to hopefully reduce and mitigate risk to the company.

Mr. Oliphant referred to pages 20-23 in the board packet. More specifically, he addressed the shortage of bus drivers.

Ms. Miller said that as a long-time board member, 3-4 years ago was a major crisis that led to service disruptions, so seeing the progress WeGo has made with all the labor shortages is very encouraging.

Ms. Hays Sasser asked if Metro controlled IT and wondered if cybersecurity would be risky. Mr. Bland said that we would need to be aware of cyber-security risks. Mr. Bland indicated that Metro IT provided all of the backbone information technology services to MTA, including cybersecurity measures and backbone IT hardware, but that Ms. Hays-Sasser was correct that cybersecurity should be added to the risk assessment, as any major disruption in systems resulting from a cybersecurity event could significantly impact MTA operations. He indicated that he and the IT staff would pursue a follow-up action in consultation with Metro IT to add cybersecurity to this list, develop an overall assessment of this threat, and implement preventive measures.

Board Chair Carr Williams said that she likes how the list continues to grow from year to year, which is a good thing, and it shows that WeGo is monitoring and being proactive about what could be potential risks. She suggested that cybersecurity line items be highlighted or identified more clearly in the report.

Ms. Dauphin thanked Mr. Oliphant and the staff for the work that has gone into this report and reiterated the need for dedicated funding.

There was no further discussion.

c. QuickTicket Fare Collection System Back Office Cost-Sharing Update (OF-24-003):

Chief Financial Officer Ed Oliphant presented the following item for discussion and action:

WeGo Public Transit's contactless fare collection system (branded as QuickTicket) provides seamless fare payment options for customers who use MTA or RTA services. The overall system includes elements that are specifically attributable to each agency (for instance, a farebox on an MTA Bus or a ticket vending machine at an RTA rail station), but both agencies use many other elements in a shared manner (such as back-office computer hardware, bank processing fees, etc.). As a result, as the system was being installed, staff developed a recommended methodology for splitting these shared costs between the two agencies, and this methodology was reviewed by both the MTA and RTA Boards. As part of the Annual Conflict of Interest reporting discussed earlier, staff report the reconciliation of these expenses between agencies to both Boards on an annual basis.

Based on the cost-sharing formula, RTA paid MTA \$40,406 for its shared portion of the FY2023 expense. Total back-office expenses for FY2023 were lower than anticipated as Nashville MTA had not entirely accepted the Quick Ticket system from INIT, the manufacturer of the fare collection system, since there were still some modules of the software yet to be completed and accepted, so warranty provisions remained in effect longer than expected. It is anticipated that the system will be fully completed in FY2024, increasing the maintenance support expenses per the contractual agreement with INIT.

This presentation was also made to the RTA Board to ensure that both Boards are aware of how the Quick Ticket Shared back-office expenses are being allocated between the two agencies to alleviate any perceived conflict of interest for Nashville MTA management since we are under contract to manage the RTA operations.

Mr. Thompson asked what electronic devices were referenced in the board document. Mr. Freudberg replied and indicated that some of the referenced equipment includes validators at the train stations, handheld devices that the conductors use to validate fares on the Star, some hardware associated with Customer Service points of sales terminals, and ticket vending machines are some of the most expensive equipment.

There was no further discussion.

VII. New Initiative & Community Engagement Committee Report: Committee Chair Miller introduced the following items for discussion and action:

- a. **2024 Proposed Spring Service Changes and Title VI Analysis (M-A-24-001)**: Director of Planning and Grants Felix Castrodad presented the following for discussion and action:

Staff requested approval by the Board of the proposed Spring 2024 service changes, as documented in this item, for implementation to take effect on March 31st, 2024. Mr. Felix Castrodad, Director of Planning and Grants, presented the recommended changes to the Board. Mr. Castrodad abbreviated his report, as the Board had received a more extensive overview of the proposed changes at the December meeting and focused instead on the results of the public engagement process and the Title VI review for social equity.

Board Chair Carr Williams thanked Mr. Castrodad for an excellent presentation and said she appreciates that WeGo looks at routes and everything with an equitable eye.

Ms. Dauphin said she appreciated the changes made based on customer feedback. She asked for Mr. Castrodad to speak more about the equity analysis. Mr. Castrodad said that whenever significant changes are made, WeGo has to ensure those changes aren't better for one minority than another.

Mr. Castrodad reported that the Federal Transit Administration (FTA) has a highly prescribed process for these reviews, examining how proposed changes impact communities in disadvantaged (primarily minority and low-income) census tracts. Changes are measured against changes proposed for non-disadvantaged census tracts. In this manner, a particular change may meet the threshold of having a potential disparate impact if the harm (or benefit) to a disadvantaged neighborhood is greater than that experienced by a non-disadvantaged neighborhood. The FTA defines that if a service change impacts a disadvantaged area by 20% or more (ie: 20% greater harm to a disadvantaged neighborhood in a service reduction scenario and 20% greater benefit to a non-disadvantaged neighborhood in a service improvement scenario), then the discrepancy must be examined more closely to determine if there is truly detrimental impact.

For these proposed changes, two proposed route changes (Route 22 and 42) exceeded the 20% threshold due to service design changes that pulled these two services out of census tracts defined as disadvantaged. However, in the context of the overall service changes, the results were deemed to have no disparate impact, as other services (specifically, routing changes to the 14, 75, and 77 routes to cover disadvantaged areas and the creation of a Bordeaux WeGo Link zone) maintained service to these areas.

Mr. Bland also highlighted that the analysis is comparative and not necessarily reflective of a negative impact on a community. For instance, in all cases, the analysis showed that disadvantaged neighborhoods would benefit from the service increases, but in some individual cases, the benefit to non-disadvantaged neighborhoods was greater. He also pointed out that the analysis is based on the homes of disadvantaged populations, and any examination must also factor in where people travel. For instance, a service improvement to the Green Hills Mall may be flagged in the Title VI analysis due to it not being located in a disadvantaged neighborhood, but if people who live in disadvantaged neighborhoods use the service to travel to the Mall to shop or work, there is still a significant benefit.

Mr. Thompson asked how the WeGo Link monitoring works, what determines whether or not a more permanent fixed route would be necessary, and what the timeframe looked like. Mr. Bland said it would be as a particular area picks up for that demand that suggests fixed route service would be more effective. Ms. Carr-Williams pointed out that our Madison Connector service originally started as an on-demand service like WeGo Link. That ridership eventually rose to a level to warrant the creation of the 76–Madison Connector.

Chair Miller made a motion to approve the 2024 Proposed Spring Service Changes and Title VI Analysis action item. Ms. Jessica Dauphin seconded the motion, and the Board unanimously approved this action item.

VIII. CEO's Report: CEO Steve Bland provided the following report:

1. Mr. Bland thanked the Board for approving the spring service changes. While the Ernest Rip Patton Jr. North Nashville Transit Center will be a first-rate facility and amenity for customers, the real game changer will be the improved services and connections it facilitates. So, when these changes go into effect on March 31, residents of North Nashville will begin to see tangible benefits from the facility even before it opens later in the spring.
2. Before the holidays, Mr. Bland and Katie Freudberg had the opportunity to meet with Dough Kruelen, CEO of the Nashville International Airport, and his staff to discuss future service enhancements to serve the Airport and opportunities to promote more significant transit usage to and from the Airport. The meeting was extremely productive, and WeGo anticipates more developments in the coming months.
3. Mr. Bland and several staff met with Vanderbilt University Medical Center staff to discuss opportunities to enhance transportation availability for patients discharged from Medical Center facilities. This should lead to a productive partnership, and he thanked Board Chair Carr Williams for facilitating the introduction.
4. Mr. Bland will participate in Walk-Bike Nashville's annual Board workshop next weekend. WeGo has had a very collaborative relationship with Walk Bike over the years, and we'll be looking for ways to make the relationship even more productive.
5. WeGo is working hard on the Metro budget process for FY2025. Last month, Mr. Oliphant reviewed underlying assumptions and trends for the upcoming budget submission. As this document is due no later than February 9, WeGo will not have the opportunity to review the final document before submission, but WeGo will provide a copy with the Board's February packet, and staff will be available to answer any questions.
6. Regarding budgets, WeGo received good news from Metro concerning recommended Capital Spending from the Mayor's Office. The mayor recommends that WeGo receive \$30.862 million in capital spending plan funds. The mayor's overall recommendations will now move on to the Metro Council for consideration. If approved by the Council, this funding would provide \$7.25 million for MTA and RTA grant matches, \$3.2 million for Access vehicle replacements, \$8.6 million for bus replacements, \$3 million for stop and shelter improvements, \$4 million toward transit centers, and \$4,8 million for service expansion buses.
7. WeGo provided downtown supplemental services for New Year's festivities as in past years. The WeGo Star ran New Year's Eve service to a near sellout crowd and extended service hours on frequent network routes to accommodate revelers returning from New Year's festivities. WeGo offered all bus services for zero fare after 6:00 p.m. Ridership was strong, and WeGo received many favorable comments for providing this valuable service.
8. This month, WeGo reviewed site plans with Metro Planning for the Global Mall development area to work toward defining property boundaries for the future Antioch Transit Center. With this information, WeGo's engineers are laying out various options for traffic flow on the site so it can complete the Federal environmental process and advance the property transaction.
9. On the RTA side:
 - a. WeGo continues to advance land acquisition toward a permanent park-and-ride location in Murfreesboro. At this point, WeGo is awaiting word from a property owner on an offer and engaging in an environmental assessment of the property.

- b. Hatch Consulting Group continues to advance the WeGo Star Future Vision Study. Several weeks ago, Hatch presented their initial findings to the Star Corridor Committee of the RTA Board with an expectation.
- c. WeGo continues to work with the development team of HG Hill and Southeast Venture on a joint development project at Donelson Station.

10. Mr. Bland said it was with happiness and sadness that he report that Ed Oliphant advised him of his intent to retire on or about June 1 of this year. Ed began his career at the Nashville MTA in October 2002 after a career in the private sector. Over the past 20+ years, he's been a constant of competence and civility in the face of tremendous change in the organization and the city. Ed often tells the graduating classes from WeGo Academy that the agency had an operating budget of about \$25 million when he started. He'll put the finishing touches on one about five times that much in a few months. He went on to say that Ed has been a valuable resource personally, an amazing historian, and most importantly, a friend. But, from the perspective of all those who sit at this table, he and his team have been a tremendous source of peace through their consistent delivery of balanced budgets, timely and accurate financial statements, and clean audits. WeGo's loss will be his wife, Resha's gain, as they get to spend more time together. CEO Bland said he knows that the folks on the finance team, like Shelly, Janet, and everyone else, will be ready to step up. CEO Bland said he anticipates initiating a recruitment for this position in late February. He asked the Board and staff to join him in thanking and congratulating Ed for his outstanding service.

IX. Chair's Report: Board Chair Carr Williams presented the following report:

Board Chair Carr Williams thanked the Board members for holding it down for her the past two months. She thanked Vice Chair Miller for standing proxy for her and chairing those board meetings.

Board Chair Carr Williams said the meeting today was productive and provided clarity for all. She stated that this is going to be a great year for transit.

Board Chair Carr Williams acknowledged and congratulated Mr. Oliphant on his upcoming retirement. She said WeGo is an incredible agency because of Mr. Oliphant's work. She is grateful for the working relationship but would save her final remarks until June.

Board Chair Carr Williams congratulated Ms. Kia Lewis and Ms. Lydia Benda for their promotions and said it's always a joy to work with them.

In conclusion, she thanked the staff and bus drivers for working so hard during last week's winter weather, not only then but for the hard work they do every day.

X. Other Business: There was no further business to come before this Board.

IX. Adjournment: With no further business, Vice Chair Miller moved to adjourn the meeting, which adjourned at 3:55 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-24-004	Meeting Date:	2/22/2024
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a statement of operations for the month of December 2023 compared to the budget and a balance sheet as of December 31, 2023.

Overall operating revenues mostly continue to outpace budgeted revenues as we reach the halfway point of the fiscal year. However, we will continue to see some dilution in fare revenues through January as we transition away from magnetics through a temporary promotion of half fares to transition to QuickTicket. There were no other new anomalies in our overall operating expenses to highlight for December that have not been discussed in previous months.

As of December 31, 2023, RTA owed Nashville MTA approximately \$230,500 for services provided to and from Rutherford County, as well as management fees and back office shared expenses related to the quick Ticket fare collection system due. MTA also had an account payable to RTA of approximately \$35,600 for fares collected, shared back-office expenses related to the Quick Ticket system, and WeGo Ride revenue sharing due.

CURRENT STATUS:

Chief Financial Officer Ed Oliphant will be available to answer questions at the meeting.

APPROVED:



Chief Financial Officer

2/22/2024

Date

Metropolitan Transit Authority
Statement of Operations Compared to Budget
For the Period Ending December 31, 2023
UNAUDITED

	Actual Month	Month Budget	Month End Variance	F / U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F / U	Annual Budget
Revenue from Operations:										
Passenger Fares	\$428,573	\$509,120	(\$80,547)	U	\$3,293,146	\$3,330,008	\$3,351,380	(\$21,372)	U	\$6,885,000
WeGo Access	37,747	40,210	(2,463)	U	279,896	286,178	322,320	(36,142)	U	637,640
Contract Revenues	236,962	234,646	2,316	F	1,413,552	1,454,123	1,453,754	369	F	2,922,790
Advertising	25,000	23,620	1,380	F	276,500	191,811	148,810	43,001	F	300,000
Other Non-Trans Revenue	142,033	116,175	25,858	F	456,318	740,869	680,970	59,899	F	1,363,240
Total Operating Revenue	870,315	923,771	(53,456)	U	5,719,412	6,002,989	5,957,234	45,755	F	12,108,670
Federal/State/Local Income:										
Local Assistance	5,340,300	8,500,000	(3,159,700)	U	52,500,000	53,840,300	52,000,000	1,840,300	F	74,690,900
State Assistance	0	0	0	F	5,314,300	0	0	0	F	5,314,300
Federal Assistance - CARES Act	0	0	0	F	69,430	51,709	0	51,709	F	6,539,540
Total Assistance Income	5,340,300	8,500,000	(3,159,700)	U	57,883,730	53,892,009	52,000,000	1,892,009	F	86,544,740
Capital Revenue:										
American Rescue Operating Reimbursement	0	0	0	F	0	0	0	0	F	593,470
Capital Operating Reimbursement	0	0	0	F	0	71,625	0	71,625	F	18,631,290
Capital ADA Reimbursement	0	0	0	F	0	0	0	0	F	2,750,000
Total Capital Income	0	0	0	F	0	71,625	0	71,625	F	21,974,760
Total Revenue	\$6,210,615	\$9,423,771	(\$3,213,156)	U	\$63,603,142	\$59,966,623	\$57,957,234	\$2,009,389	F	\$120,628,170
Expenses from Operations:										
Labor and Fringes	\$6,167,436	\$6,466,040	\$298,604	F	\$37,995,414	\$40,991,243	\$42,037,380	\$1,046,137	F	\$85,804,050
Services	1,474,926	1,239,290	(235,636)	U	6,520,908	6,993,205	7,098,250	105,045	F	15,084,160
Fuel	485,075	607,660	122,585	F	3,525,733	3,160,605	3,828,010	667,405	F	7,686,320
Parts, Materials and Supplies	465,142	569,890	104,748	F	3,037,321	3,358,978	3,558,450	199,472	F	7,139,980
Utilities	122,244	134,570	12,326	F	692,093	641,587	740,700	99,113	F	1,531,870
Casualty and Liability	249,621	220,430	(29,191)	U	1,333,685	1,559,965	1,322,580	(237,385)	U	2,645,180
Other	64,654	61,398	(3,256)	U	218,214	295,302	368,388	73,086	F	736,610
Total Operating Expenses	9,029,098	9,299,278	270,180	F	53,323,368	57,000,885	58,953,758	1,952,873	F	120,628,170
Operating Surplus / (Deficit)	(\$2,818,483)	\$124,493	(\$2,942,976)	U	\$10,279,774	\$2,965,738	(\$996,524)	\$3,962,262	F	\$0
Capital Grant Revenue	2,018,502		2,018,502	F	4,728,218	7,742,715		7,742,715	F	
Capital Grant Revenue -CARES Act	0		0	F	212,063	340,341		340,341	F	
Rental income - MCC Amortization	49,167		49,167	F	295,002	295,002		295,002	F	
Gain/(Loss) on Sale of Property	0		0	F	0	27,636		27,636	F	
GASB 87 Lease Interest Expense	(20,597)		(20,597)	U	(122,029)	(123,308)			U	
Depreciation	(1,952,867)		(1,952,867)	U	(11,298,935)	(11,209,519)		(11,209,519)	U	0
Surplus / (Deficit)	(\$2,724,278)	\$124,493	(\$2,848,771)	U	\$4,094,093	\$38,605	(\$996,524)	\$1,158,437	F	\$0

Metropolitan Transit Authority

Comparative Balance Sheets

	Month Ended December 31, 2023	Month Ended June 30, 2023
	(unaudited)	(audited)
CURRENT ASSETS		
Cash and cash equivalents	\$5,841,590	\$4,766,148
Receivables from federal, state and local government	864,870	9,433,271
Accounts receivable	900,521	810,751
Materials and supplies	4,056,885	3,670,350
Prepaid expense and other	1,913,257	1,093,689
Pension & OPEB Deferred Outflow	33,188,603	33,188,603
Total Current Assets	46,765,726	52,962,812
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Building, shelter and benches	121,400,795	121,284,665
Revenue equipment and parts	207,990,267	210,023,772
Office furniture and equipment	7,285,364	6,934,113
Work-in-Progress	17,382,351	10,451,608
	368,791,802	363,427,183
Less: Accumulated Depreciation	(203,875,423)	(195,334,438)
Total Property and equipment, net	164,916,379	168,092,745
OTHER ASSETS		
North Nashville Property (Lease)	7,063,765	7,063,765
Cash and investments for self-insurance and other	350,003	350,003
	7,413,768	7,413,768
TOTAL ASSETS	\$219,095,873	\$228,469,325
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$1,991,166	\$4,807,518
Accrued expenses	8,082,581	7,408,435
Deferred revenue	371,237	290,683
Note Payable	0	7,000,000
Total Current Liabilities	10,444,984	19,506,636
NON-CURRENT LIABILITIES		
Deferred Revenue	5,312,439	5,607,441
North Nashville Lease Liability	7,049,599	7,049,599
Net Pension Liability	15,627,464	15,627,464
Pension & OPEB Deferred Inflows	17,925,974	17,925,974
Net other postemployment benefits obligations	78,178,905	78,178,905
NET ASSETS		
Invested in capital assets	159,603,940	160,101,512
Reserve for capital purchases	0	0
Unrestricted	(75,086,037)	(86,501,421)
Current Year Surplus / (deficit)	38,605	10,973,215
Total Net Assets	84,556,508	84,573,306
TOTAL LIABILITIES AND NET ASSETS	\$219,095,873	\$228,469,325

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$737,201	\$66,792	\$30,471	\$66,057	\$900,521
	81.9%	7.4%	3.4%	7.3%	100.0%
Accounts Payable	\$1,973,351	\$16,925	\$890	\$0	\$1,991,166
	99.1%	0.9%	0.0%	0.0%	100.0%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-24-005	Meeting Date:	2/22/2024
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through December 2023.

Preparations are underway to resume bus operations at our Myatt Drive facility beginning Monday, April 1st in support of Spring service changes. New supervisor work areas are being installed in addition to testing and recommissioning equipment and systems that have been offline or lightly used for the last four years, including computer and phone systems, farebox cash vaulting equipment, fueling systems, and others. New supervisor and maintenance staff shifts are also being developed to be implemented shortly before the move.

Vehicle availability has been a challenge recently given both the age of the vehicles and the ongoing shortage of qualified mechanics, some that were in CDL training classes in December and the availability of parts or long lead times for parts that have been ordered. However, we are making progress on both fronts; New vehicle deliveries are ongoing between now and mid-Spring for both paratransit vans and fixed route buses, and the Maintenance Department hired three additional A-Repairmen and one additional mechanic in December.

Key service metrics such as productivity, on-time performance, and trip completion all trended positively for the month, but we do expect these measures as well as overall ridership to be lower in January due to the winter weather. More details will be available next month, but these types of storms often necessitate operating lower levels of service due to vehicle and bus operator availability. Fortunately, they also generally coincide with a sharp reduction in demand as riders stay home out of the weather.

CURRENT STATUS:

Chief Operating Officer Andy Burke will be available for specific questions regarding the Monthly Operating Statistics at the committee meeting.

APPROVED:



Chief Operating Officer

2/22/2024

Date

Operations Dashboard Report

	December 2023	December 2022	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	663,954	575,874	15.3%		
Access Ridership	29,743	27,623	7.7%		
Total Ridership	693,697	603,497	14.9%	700,000	▲
Percentage of Pre-Pandemic Ridership	92.6%	80.5%	12.0%	85.0%	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	14.85	13.58	9.4%	16.00	▲
Access Passengers per Revenue Hour	1.58	1.65	-4.2%	1.75	▲
Cost Per Scheduled Revenue Hour	\$141.05	\$156.05	-9.6%	\$141.46	▲
Safety					
Total Collisions per 100,000 miles	4.9	3.8	28.9%	4.8	▲
Preventable Collisions per 100,000 miles	2.2	2.5	-12.0%	1.6	▲
Service Quality					
Bus Trip Completion	99.88%	98.38%	1.51%	99.75%	●
Bus On-Time Performance	86.5%	84.3%	2.2%	85.0%	●
Access On-Time Performance	92.0%	91.3%	0.7%	92.0%	●
Maintenance					
Bus Miles Between Road Calls	6,516	9,018	-27.7%	6,000	●
Access Miles Between Road Calls	16,817	33,411	-49.7%	18,000	▲
Customer Care					
Bus Passengers per Complaint	3,458	6,062	-43.0%	4,000	◆
Access Passengers per Complaint	338	359	-5.8%	400	◆
Percent of Calls Answered	87.8%	92.3%	-4.5%	95.0%	▲
Staffing					
% of Operator Positions Filled	96.8%	93.3%	3.5%	95.0%	●
% of Maintenance Positions Filled	83.7%	86.8%	-3.1%	95.0%	◆
Customer Amenities					
% of Stops with Shelters (including Central)	19.4%	18.4%	1.0%	18.0%	●
% of Boardings at Covered Stops (including Central)	72.4%	72.1%	0.4%	73.0%	▲

● Exceeding Goal ▲ Within 10% of Goal ◆ More than 10% off Goal

Operations Dashboard Report

	FY2024 December 2023	FY2023 December 2022	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	4,214,854	3,828,930	10.1%		
Access Ridership	191,620	176,926	8.3%		
Total Ridership	4,406,474	4,005,856	10.0%	4,200,000	●
Percentage of Pre-Pandemic Ridership	89.0%	80.9%	8.1%	85.0%	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	16.03	15.16	5.7%	16.00	●
Access Passengers per Revenue Hour	1.67	1.75	-4.5%	1.75	▲
Cost Per Scheduled Revenue Hour	\$153.57	\$157.62	-2.6%	\$141.46	◆
Safety					
Total Collisions per 100,000 miles	5.2	4.4	18.9%	4.8	▲
Preventable Collisions per 100,000 miles	2.6	1.9	38.0%	1.6	▲
Service Quality					
Bus Trip Completion	99.84%	99.58%	0.25%	99.75%	●
Bus On-Time Performance	83.2%	85.2%	-2.0%	85.0%	▲
Access On-Time Performance	92.8%	91.7%	1.1%	92.0%	●
Maintenance					
Bus Miles Between Road Calls	6,388	6,758	-5.5%	6,000	●
Access Miles Between Road Calls	22,342	19,248	16.1%	18,000	●
Customer Care					
Bus Passengers per Complaint	2,917	5,112	-42.9%	4,000	◆
Access Passengers per Complaint	304	317	-3.9%	400	◆
Percent of Calls Answered	85.2%	87.6%	-2.3%	95.0%	◆
Staffing					
% of Operator Positions Filled	93.7%	91.7%	2.0%	95.0%	▲
% of Maintenance Positions Filled	86.8%	83.9%	2.8%	95.0%	▲
Customer Amenities					
% of Stops with Shelters (including Central)	19.4%	17.8%	1.7%	18.0%	●
% of Boardings at Covered Stops (including Central)	72.4%	71.9%	0.6%	73.0%	▲

● Exceeding Goal ▲ Within 10% of Goal ◆ More than 10% off Goal

Operations Dashboard Glossary

Metric	Definition
Ridership	
Bus	Total fixed route passenger boardings on all WeGo operated services
Access	Total paratransit boardings (WeGo vehicles and third-party service providers, and Access-on Demand ridership)
Total	Total Bus & Access ridership combined
Percentage of Pre-Pandemic Ridership	Total ridership for the current period divided by total ridership for the same period in Fiscal Year 2019
Productivity & Efficiency	
Bus Passengers per Revenue Hour	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Access Passengers per Revenue Hour	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Total Cost Per Scheduled Revenue Hour of Service	Total fully allocated cost to deliver service divided by the total scheduled revenue hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Safety	
Miles Between Total Collisions	Total number of Collisions divided by total number of revenue miles multiplied by 100,000. An Collision is defined as any time the vehicle makes contact with something other than the road resulting in any damage and/or injuries
Miles Between Preventable Collisions	Total number of Collisions determined to be preventable divided by total number of revenue miles multiplied by 100,000. A preventable Collision is defined as an Collision in which the Operator did not do everything reasonably possible to avoid the collision
Service Quality	
Bus Trip Completion Percentage	Percentage of one-way fixed route revenue trips completed versus scheduled. Includes partial missed trips
Bus On-Time Performance	Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late as recorded by the Automated Vehicle Location (AVL) system. Arrivals are used for on-time performance calculations for the last stop of the trip, with early arrivals at end of line considered as on-time
Access On-Time Performance	Percentage of total scheduled paratransit trips, not including Access-on-Demand or WeGo Link, where vehicle arrives no later than 59 seconds outside of the scheduled pick-up window

Operations Dashboard Glossary

Metric	Definition
Maintenance	
Bus Miles Between Road Calls	Any mechanical or system failure of any nature (excluding accidents) occurring on an MTA-operated vehicle in fixed route revenue service that causes the vehicle to be removed from service.
Access Miles Between Road Calls	Any mechanical or system failure of any nature (excluding accidents) occurring on an MTA-operated vehicle in paratransit (Access) revenue service that causes the vehicle to be removed from service.
Customer Care	
Bus Passengers Carried per Complaint	Total fixed route passengers divided by total fixed route customer complaints.
Access Passengers Carried per Complaint	Total paratransit (WeGo and third-party service providers) passengers divided by total paratransit customer complaints.
Percent of Calls Answered	Percentage of calls received that were answered. Unanswered calls are calls that are lost for any reason once in the customer call phone queue.
Staffing	
% of Operator Positions Filled	Total WeGo Operators available divided by total number of operator positions budgeted for service. Part-time Access operators are not included
% of Maintenance Positions Filled	Total WeGo Maintenance positions available divided by total number of maintenance positions budgeted for service. All maintenance and cleaning positions for vehicles and facilities are included
Customer Amenities	
% of Stops with Shelters (including Central)	The total number of stops with shelters divided by total number of stops WeGo operates.
% of Sheltered Boardings (including Central)	The total number of riders who boarded with a shelter (including WeGo Central boardings) divided by the total number of riders for the time period.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 2/22/2024

Item #: M-I-23-006

Project Name: On-Board Vehicle Video Surveillance Equipment Purchase and Installation

- **Brief Description:** The Purchase and installation of video surveillance equipment.
- **Anticipated Publish Date:** February 2024
- **Estimated Individual Contract Value:** TBD

Project Name: Health Benefits

- **Brief Description:** Implement a new contract that provides consultant services that assists DTO with finding the best health benefit solutions.
- **Anticipated Publish Date:** March 2024
- **Estimated Individual Contract Value:** TBD

Project Name: North Nashville Transit Center Pedestrian Safety Improvements

- **Brief Description:** Enhancement of 14 Locations with ADA compliant tactile warning mats, crosswalks, and reconstruction of existing curb ramps.
- **Anticipated Publish Date:** March 2024
- **Estimated Individual Contract Value:** TBD

Project Name: Automatic Teller Machine Services

- **Brief Description:** Contract to provide ATM services at WeGo Central.
- **Anticipated Publish Date:** September 2024
- **Estimated Individual Contract Value:** TBD

Project Name: Express Bus Services (RTA)

- **Brief Description:** Contract to provide express transportation services within the RTA 10-county region.
- **Anticipated Publish Date:** October 2024
- **Estimated Project Value:** TBD

CURRENT STATUS:

Pursuant to earlier Board discussions, staff will provide a rolling list of upcoming procurements to the Board on a monthly basis. Staff requests members make them aware of any potentially interested suppliers for planned procurement activity.

Unless there are questions from staff, no discussion is planned at the meeting. This material is provided for information only.

APPROVED:



Chief of Staff & Administration

2/22/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	M-I-24-007	Meeting Date:	2/22/2024
Item Title:	FY2024-2025 MTA Budget Proposal to Metro Finance		

BACKGROUND:

The deadline for submission of FY2024-25 Operating Budget proposals to Metro Finance was February 9. As this deadline preceded this month's Board of Directors meeting, staff is providing all submission materials for the Board's information.

CURRENT STATUS:

Budget submission materials are attached, and Chief Financial Officer Ed Oliphant will be available to answer questions at the meeting.

APPROVED:



Chief Financial Officer

2/22/2024

Date



FY2024-25
Submission to Metro Nashville Department of Finance
Operating Budget Appropriation Proposal
February 9, 2024

The Board of Directors and Staff of WeGo Public Transit understand and appreciate the challenges that Metro Nashville has faced over the past three years as described in Finance Director Crumbo's FY2024-25 Budget kick-off communication. While Metro Government is in its strongest financial positions in recent years as it relates to fund balance, we recognize that projected economic trends point to a flat year on top of escalating costs from inflation and continuing supply chain issues everyone is experiencing. We also recognize the pro-active and intentional steps the O'Connell Administration is emphasizing the way it wants Nashville to move, work and grow as a city and county. Toward that end, we were very pleased that Metro was able to fund MTA and RTA annual subsidies plus inflation for the current FY2023-24 fiscal year as well as provide partial year funding of \$5.4 million in seed funding to implement the next round of Better Bus service expansion included in the Metro Nashville's Transportation Plan. With some new service implemented this past Fall, WeGo Public Transit will be implementing the planned balance of those service enhancements this coming Spring with most of the new service being planned around the opening of our new Dr. Ernest Rip Patton, Jr. North Nashville Transit Center in May/June 2024. We will include the balance of the full annualized amount of \$7.2 million (additional \$1.8 million) for the new services as a part of our baseline budget request to continue these services into the FY2024-25 fiscal year.

Public Transportation: Crucial to Furthering Metro Nashville Priorities

The leadership of the O'Connell Administration and Metro Nashville's financial support of WeGo Public Transit services will be critical in FY2024-25 for not only public transit, but all the critical services needed to support the way Nashville moves, works and grows in the coming year and beyond. We believe that the existing services of WeGo perfectly align with all the City's priorities for investment to protect the life, health and safety needs of residents, address the challenges of inequity and furthering the quality and livability of our neighborhoods.

- ✓ **Education** – On a typical pre-pandemic month, over 100,000 rides were taken by Metro Nashville Public School (MNPS) students through WeGo Public Transit's StriDe program to travel to and from school. As we emerged from the pandemic last year, we saw average ridership at approximately 50,000 rides per month. Effective with the start of the 2023-24 School Year, WeGo Public Transit, in collaboration with MNPS, expanded eligibility for the

StriDe program to staff and faculty of the School District, expanding travel options for our educators beyond just to and from school. The StriDe Program allows student, faculty and staff opportunities for travel for afterschool activities and even summer jobs and entertainment. With that addition, the average number of monthly ridership has grown to almost 75,000 rides per month. This program allows students, faculty and staff from almost every neighborhood of Nashville access to the wide variety of neighborhood, magnet and charter schools year-round under the direction of MNPS. Two years ago, WeGo Public Transit opened it's new Hillsboro Neighborhood Transit Center in a partnership between WeGo Public Transit and MNPS, as it was built on Hillsboro High School property. Also, by receiving funding support through last year's budgetary process, WeGo established a new crosstown Route 70 that included service to the new James Lawson High School for its inaugural school year.

In addition to WeGo Public Transit's strong and continuing relationship with MNPS to transport students, faculty and staff, WeGo Public Transit has also forged ongoing relationships through its WeGo Ride Program with several post-secondary institution's paying to support no-cost rides on transit to their students, faculty and staff at various levels. With funding support from Metro Government for FY2023-24, WeGo began new WeGo Ride services in October 2023 to a group of Historically Black Colleges and Universities (HBCU) which has seen over 14,600 rides provided during the last 3 months of calendar year 2023. Other relationships with local post-secondary institutions that are participating in the WeGo Ride program include Vanderbilt University, Belmont University, Lipscomb University, Trevecca Nazarene University, and Nashville State Community College.

- ✓ **Public Safety, Justice and Public Health**– WeGo Public Transit has enjoyed a long and productive relationship with the Metro Nashville Police Department (MNPD) to enhance the safety and security of transit riders and the general public. On an annual basis, WeGo Public Transit spends over \$5 million in services related to safety and security, including almost \$1 million in direct payments to MNPD. Our extensive on-board and in-station digital video surveillance systems have been instrumental in both deterring criminal activity and in providing necessary evidence to MNPD and prosecutors in the enhancement of public safety. Following the tragic Christmas Day bombing in 2020, WeGo Public Transit, at the request of OEM, transported those affected in the 2nd Avenue neighborhood to temporary shelter. This is but one example of the public safety and social justice partnerships we have with partners ranging from OEM to the Homeless Impact Division of Metro Social Services to the Metro Nashville Department of Public Health, especially during the height of the pandemic assisting in transporting Davidson County residence to various vaccination sites.

During the last year, WeGo Public Transit and MNPD have been collaborating on a review of best practices in public transportation security and policing. Engaging a consultant with national experience in this field, WeGo Public Transit is examining trends and recent practices in transit security and policing around the nation – including some of the largest cities – to develop enhanced programs to address emerging issues in overall policing as well as issues specific to the public transportation environment.

- ✓ **Economic Opportunity** –WeGo Public Transit continues to provide and build sustained targeted and effective support for our youth, vulnerable citizens, essential workers, small businesses and neighborhoods to ensure their participation in the way Nashville moves, works, and grows. During the height of the pandemic, the impact on public transportation was epic. Overall ridership on WeGo Public Transit declined by over half, with downtown commuter-oriented services dropping by 90% in those early days of the pandemic. Still, over 12,000 Nashvillians each day rode WeGo Public Transit. They were the construction workers, the hospital custodians, the physician’s assistants, the grocery store clerks and fast-food workers who kept Nashville running while most of us stayed “Safer at Home.” In this powerful statement, we do not even mention the over 500 heroic WeGo Public Transit front line employees who operate our buses, maintain our fleet and clean our facilities. Without the continuous, uninterrupted operation of our services, Nashville would not have slowed to a crawl as it did – it would have ground to a halt. And with it, the economic hope of the thousands of Nashvillians who rely on our services as their only means of accessing economic opportunity. On the horizon, we are now in the final phases of construction for the exciting Dr. Ernest Rip Patton, Jr. North Nashville Transit Center. The new neighborhood transit center scheduled to open Spring 2024 is a strong commitment to North Nashville that will provide expanded economic opportunity to this chronically underserved neighborhood. Within ¼ mile of the Center, 38% of the households live in poverty. The expanded access this facility (and related connecting transit services) will increase the number of jobs accessible within a 45-minute transit commute to neighborhood residents by over 100,000 – more than double those available now. It is now, more important than ever to have a robust public transit system that has economic opportunity options for people to get to work, doctor appointments, the grocery store and other entertainment venues. We are also participating in the exciting expansion of the East Bank Project - another prime example of the importance of including public transportation as a key driver for economic opportunity as the city continues to expand infrastructure and attract new investment.

- ✓ **Fiscal Sustainability and Strengthening of Neighborhood Infrastructure** – Metro Nashville’s investments in public transportation and neighborhoods through WeGo Public Transit provide Nashvillians with some of the highest returns on investment of any line item in the City’s \$2 billion operating budget. With respect to the operating budget, every dollar spent by Metro returns \$2 in other transit operating funds, and every \$1 in Capital support leverages \$2 - \$10 from outside funding. The CARES Act and American Rescue Plan funds are shining examples of the massive return on investment Metro receives. While this pandemic funding will soon be depleted, it does not even scratch the surface of the full return on transit investments. Various economic impact analyses typically peg the total return on investment for public transit in the 4:1 range, through the benefits that good public transit affords the citizens of the communities it serves. Specifically, the cost-benefit study that WeGo Public Transit commissioned supporting various funding applications for the North Nashville Transit Center pegged the Benefit to Cost Ratio for this project at \$7.76:\$1, using USDOT approved methodologies. As Nashville continues to grow, a strong and resilient public transportation system will be crucial to support the expanded economic activity that we can expect.

While addressing Metro challenges head-on, the city developed an aggressive and appropriately sized transportation plan in 2020 to support a future mobility infrastructure that works for ALL Nashvillians. It was our pleasure to partner with former Mayor Cooper in the development of this plan (overwhelmingly approved by the Metro Council three years ago), which called for the long-term expanded investment of \$825.9 million in capital projects for public transportation, and system service expansion of approximately 30%, with additional annual operating funding of \$30.3 million over a five-year period. This extremely well-developed plan for transportation priorities underwent exhaustive analysis and public scrutiny. In the end, this plan – the first truly multi-modal transportation plan in the city’s history – demonstrated the critical nature of public transportation by programming just over half of the total capital project value into projects under the direction of WeGo Public Transit, and well over 80% of increased operating budget support for services operated by WeGo Public Transit. To date, WeGo has implemented approximately \$17 million, or just over half, of the planned service improvements over the last three years with an additional planned investment request of another \$10.6 million in service improvements in the Fall and Spring of FY2024-25.

In many ways, however, the aggressive transportation system goals are merely “means to an end” for the broader policy objectives in the areas of sustainability, affordable housing, and neighborhoods. With respect to affordable housing and neighborhoods, programmed service improvements and planned neighborhood transit center projects included in the plan will expand access to economic opportunity and a multitude of housing options for Nashvillians in almost all neighborhoods – regardless if they have access to an automobile. WeGo is currently in partnership with the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership in a comprehensive effort to improve overall mobility in and through Downtown Nashville’s core. The Connect Downtown study will identify and examine options for improvements in traffic management, transit access, curbside and parking management, and bicycle and pedestrian safety while also supporting the anticipated growth in employment, residential and commercial development, and Nashville’s primacy as a tourism destination. Transit operations is a primary area of emphasis of the study, recognizing the need for improving transit reliability for the local and regional bus network to make transit a more competitive option, especially with downtown traffic being one of the most significant challenges in transit reliability for the city. Reliable connectivity in and through downtown is key for transit to be able to provide fast and consistent access to more places around Nashville. Metro Council adoption of recommendations from the study is anticipated in Spring 2024.

FY2024-25 WeGo Public Transit Operating Budget Proposal

Addressing the guidance from Metro Office of Management and Budget, the following represents WeGo Public Transit’s specific responses. The information below reflects both funding for the Metropolitan Transit Authority services, and services operated by the Regional Transportation Authority (and managed by the MTA). You will recall that in last year’s budget request, MTA requested and received a partial investment in the next phase of the 5-year

transportation plan of \$5.4 million (\$7.2 million annualized) and approximately \$0.4 million for one-third of the estimated expenses to operate the new Dr. Ernest Rip Patton, Jr. North Nashville Transit center scheduled to open Spring 2024. As requested, this submission reflects MTA's adjusted baseline budget with inflation of approximately 5.1% plus the balance of the \$1.8 million of the remaining annual cost for the new services implemented during the current FY2023-24 and an additional \$0.9 million for a full year of operating expenses related to the new transit center. RTA's baseline request is increasing \$0.37 million due to its pandemic relief funding being basically depleted in FY2023-24 that supported the commuter rail operations. This represents the first requested increase in funding for the RTA since FY2015-16, and the first requested increase for Star operations since its inception.

Baseline Operating Budget Request:

		FY2024-25		
	FY2023-24	Baseline		
	Baseline	Operating		
	Operating	Budget	Increase/	Percent
	Budget	Request	(Decrease)	Change
<u>Metropolitan Transit Authority</u>				
Metro Operating Subsidy	74,690,900	81,200,600	6,509,700	8.7%
Total Operating Expenses	120,628,200	127,997,000	7,368,800	6.1%
Program Revenues				
Operating Income	12,108,700	12,576,100	467,400	3.9%
Federal Grant Revenues	21,381,300	22,228,700	847,400	4.0%
One-time Federal Relief Funding	7,133,000	6,597,600	(535,400)	-7.5%
State Operating Assistance	5,314,300	5,394,000	79,700	1.5%
<u>Regional Transportation Authority</u>				
Metro Operating Subsidy	1,820,200	2,192,030	371,830	20.4%
Total Operating Expense	11,115,080	10,816,216	(298,864)	-2.7%
Program Revenues				
Operating Income	789,495	1,322,261	532,766	67.5%
Regional Funding	1,200,743	1,200,743	-	0.0%
Federal Grant Revenue	4,213,927	5,379,271	1,165,344	27.7%
One-time Federal Relief Funding	2,430,515	58,511	(2,372,004)	-97.6%
State Operating Assistance	660,200	663,400	3,200	0.5%

Approval of the Baseline Budget Request will permit WeGo Public Transit to sustain current services levels plus the expanded service related to the transportation plan previously discussed that is scheduled for implementation April 2024 as well as a full year for the new North Nashville neighborhood transit center that will open in Spring 2024. We continue to see ridership trends growing which have recovered to approximately 95%+ of pre-pandemic levels for MTA. Current fare levels should be retained as we continue to transition riders over to our Quick Ticket fare system as well as fare capping which was introduced last year. Approval will also support the supplemental operating expenses associated with ongoing maintenance of the expanded shelter program funded in the Capital Spending Plan and our “WeGo Link” first mile/last mile partnership with Uber.

As requested, baseline budgetary forecasts for FY2025-26 and FY2026-27 are as follows:

Additional Two Years of Baseline Operating Budget Forecasts:

	FY2025-26	FY2026-27
	Forecasted	Forecasted
	Baseline	Baseline
	Operating	Operating
	Budget	Budget
<u>Metropolitan Transit Authority</u>		
Metro Operating Subsidy	89,112,800	94,081,700
Total Operating Expenses	134,432,400	140,605,100
Program Revenues		
Operating Income	12,906,800	13,298,300
Federal Grant Revenues	26,910,900	27,613,200
One-time Federal Relief Funding	-	-
State Operating Assistance	5,501,900	5,611,900
<u>Regional Transportation Authority</u>		
Metro Operating Subsidy	2,192,030	2,192,030
Total Operating Expense	11,056,560	11,355,970
Program Revenues		
Operating Income	1,306,473	1,293,554
Regional Funding	1,337,588	1,496,931
Federal Grant Revenue	5,547,069	5,689,955
One-time Federal Relief Funding	-	-
State Operating Assistance	673,400	683,500

✓ **Performance Metrics:**

Proposed performance metrics for the upcoming year will continue to reflect the transition to post-pandemic recovery. On the positive side, these objectives reflect a gradual return of ridership as reflected in both the overall ridership and active paratransit customers categories. We will also attempt to sustain the high level of service reliability performance we saw in FY2022-23 in the area of trip completion percentage. The higher trip completions have been accomplished through upgraded maintenance practices, some progress in filling out the Bus Operator ranks, as well as the strategic deployment of “helper” buses to address overcrowding. Objectives with respect to bus on time performance continues to reflect a “middle ground” between the increased downtown congestion we are seeing during the past year and the significantly improved performance we observed during the height of the pandemic in FY2020-21. On time performance is also negatively impacted by traffic congestion and route disruptions resulting from special event closures. As the region continues to grow, we anticipate an increase in both sources of service disruption. It will be important to see what solutions come from the Connect Downtown study discussed earlier.

Metric Title	Metric Description	FY2024 Proposed	First 6 months FY2024 Actual	FY2025 Proposed
Active Paratransit Customers	Average number of individuals who use WeGo Access Paratransit Services at least once monthly.	1,750	1,658	1,750
On-time Performance Regional Bus	Measures on-time departures for Regional Bus: no more than 59 seconds early and no later than 5 minutes, 59 seconds after the scheduled departure.	85.0%	82.1%	85.0%
On-time Performance Train	Measures on-time departures for Train: arrival at the final destination within 6 minutes (before or after) from the scheduled time.	97.0%	98.5%	97.0%
On-time Performance WeGo MTA	Measures on-time departures for MTA: no more than 59 seconds early and no later than 5 minutes, 59 seconds after the scheduled departure.	85.0%	83.1%	85.0%
Ridership	Total number of passengers boarding on fixed route, and Access services; directly operated and contracted. Includes MTA, Train, and Bus passengers per month.	700,000	747,702	750,000
Trip Completion	Percentage of one-way fixed route vehicles and fixed guideway trips completed. Includes MTA, Train, and Bus passengers.	99.8%	99.8%	99.8%

Investment Requests:

The “Metro Nashville Transportation Plan” (adopted by the Metro Council in December 2020) highlights the commitment to improving public transportation in Nashville by, first and foremost, upgrading the bus system. This is reflected in the proposal to increase service hours by approximately 30% overall, with a major focus on:

- Extending service hours on almost all routes, but with a specific focus on the targeted “Frequent Service Network,” the 9 corridors in the WeGo Public Transit Network that carry over 70% of current riders. These routes would operate from 4:15am – 1:15am Monday through Friday; 5:15am – 1:15am on Saturday and 5:15am – 11:15pm on Sunday.
- Upgrading mid-day, evening and weekend service through improved service frequency on higher ridership routes.
- Improving peak frequency on many routes and assuring that all 9 frequent transit network corridors have peak frequency of 10 – 15 minutes.
- Expanding the availability of the WeGo Link First Mile/Last Mile service to up to 13 zones in outlying areas of Davidson County.
- Strategic route extensions to new transit centers, further enhancing access to economic opportunity.
- Creation of new crosstown and circulator services (such as a Trinity Lane Crosstown route connecting the new North Nashville Transit Center to the Gallatin Road Corridor via Trinity Lane).
- Expanded WeGo Access services for persons with disabilities.
- Additional trips on the WeGo Star commuter train (following necessary capital investments to accommodate these trips).

Overall, the service expansion called for in the transportation plan would add \$30.3 million (in 2020 dollars) in current year annual operating expense. Realistically, a complete service expansion of this magnitude at one time does not make sense. As a result, WeGo Public Transit (in cooperation with its Better Bus Advisory Committee) has developed a logical sequencing plan to increase services incrementally over a 5-year period. If the baseline budget request for FY25 is fully funded, the first three years will have been funded. The request for FY2024-25 along with an additional two years as requested would be as follows:

- ✓ **FY2024-25 - \$10,640,000 to improve/add service span expansion through improved frequency on Route 6 Lebanon Road, Route 8 8th Avenue South and Route 18 Airport, route variances being added to the Route 55 Murfreesboro Road to provide more direct service to the Nashville International Airport, new service for the Antioch/Century Farms area and additional WeGo Link mobility on demand zones. The partial year investment request is \$7,980,000 for Fall 2024 and Spring 2025 service improvements. This figure is also dependent on capital funding for fleet expansion as identified in the recently announced 2024 Capital Spending Plan that is under consideration.**

FY2025-26 - \$7,600,000 to improve frequency during peak and off-peak hours for more routes, new crosstown service and improved service on existing crosstown service, continued expansion of WeGo Link Mobility on Demand.

FY2026-27 - \$5,000,000 to complete implementation of remaining service enhancements identified in Metro Nashville Transportation Plan. WeGo is currently working with the Mayor’s Office, Metro Finance, NDOT and Metro Planning on various service expansion plans and the specific sequencing of service additions will be fleshed out over the next several months.

Specifically, for the FY2024-25 Operating Budget, WeGo Public Transit is seeking the following operating budget appropriations from Metro Nashville:

	Baseline Funding	Investment Request	Total FY2024-25 Request
Metro Transit Authority	\$81,200,600	\$7,980,000	\$89,180,600
Regional Transportation Authority	\$2,192,000	\$0	\$2,192,000
Total	\$83,392,600	\$7,980,000	\$91,372,600

✓ **Reduction Scenarios:**

The specific application of budget reduction scenarios would ultimately depend on the nature of pending reductions as to whether the cut is expected to be structural (ie: permanent) or temporary, with an expectation of full restoration.

Possible scenarios could play out like this:

1. First, our assumption is that any reduction to the baseline funding scenario is that there would be no new investment funding, so we would anticipate that the service enhancements identified in the Transportation Plan would be deferred for (at least) one year.
2. Using the current baseline funding figure of \$76,511,100 for MTA and RTA services, a 2% reduction would amount to a funding cut of approximately \$1.5 million. If this cut were “transitional” (ie: expected to be restored following economic recovery after a year) the agencies could likely sustain the cut without detriment to current customers. If the cut were structural, we would need to look at some structured

combination of potential fee (fare increases) and service hour reductions to address the structural deficit. With Federal pandemic relief funding now being depleted, these impacts on customers could only be stretched one year in an effort to minimize impacts and allow specific customers the maximum time possible to identify travel alternatives. However, funds would have to be redirected from their current purpose to advance key capital projects in the Transportation Plan. All of these assessments would take place under the umbrella of WeGo Public Transit's Title VI policies (described in some detail within the Budget Equity Tool) to assure that a disproportionate share of negative impacts did not befall those with lower incomes, those of different abilities, or communities of color. Significant budget reductions are difficult to absorb in our environment without an impact on customers due to the relatively high level of fixed expense associated with system assets. Other factors that play into the agency's ability to absorb budget reductions are reflected in factors largely outside our direct short-term control, at least in the short-term. Examples include significant budget line items such as fuel costs (driven by global market conditions), employee healthcare expenses (driven by the regional and national healthcare market and overall trending in employee healthcare claims) and necessary pension contributions (driven by overall financial market performance impacting pension fund valuation).



**FY2024-25
Submission to Metro Nashville
Office of Diversity, Equity, and Inclusion
Budget Equity Tool
February 9, 2024**

Question 1.

Are there budget modifications for departmental programs that address the needs of underserved and disadvantaged communities? (How will the department embed equity in program development and execution? How will programs be assessed? What role will data play in program development and assessment?)

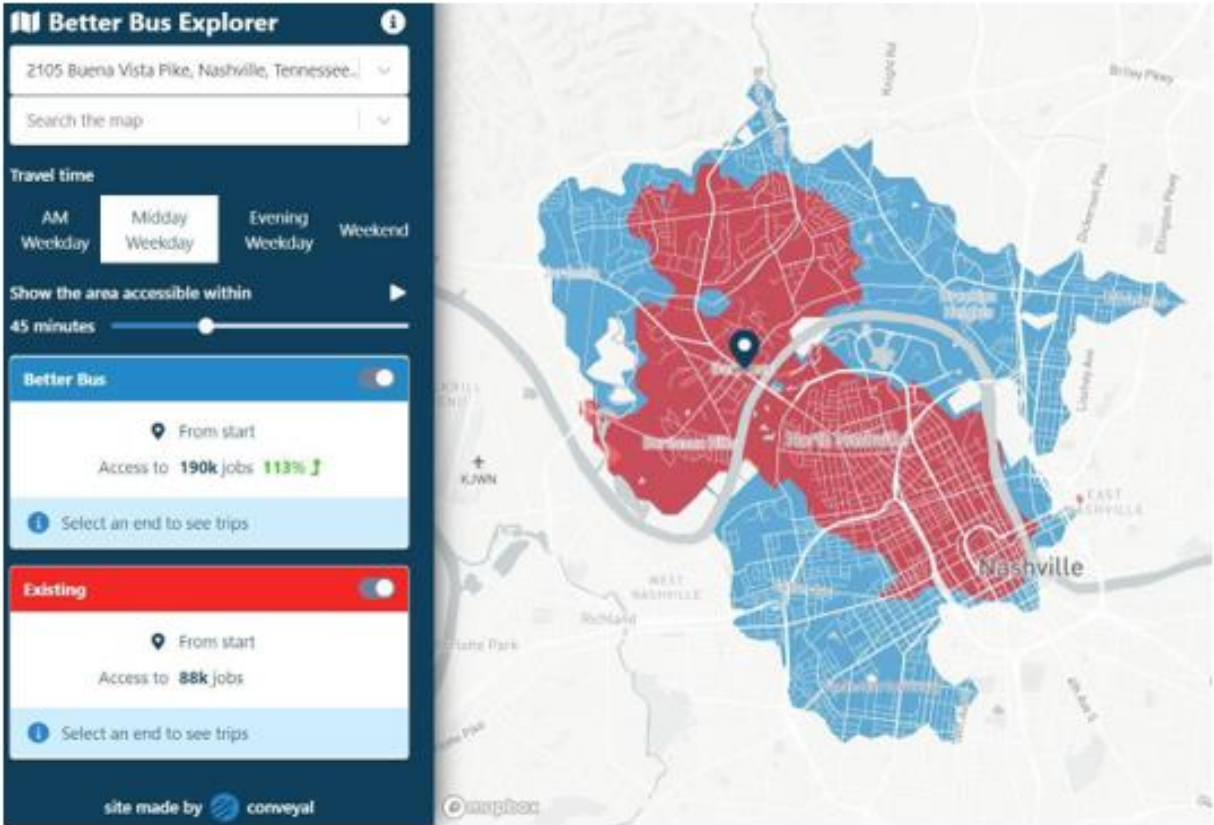
A robust public transportation system is fundamental to assure that the growth and prosperity experienced in some parts of Nashville can be shared with all Nashvillians, and particularly those who have been historically underserved and disenfranchised. A comprehensive, accessible, and affordable public transportation network connects those of color, those with low household incomes, and those with differing physical and mental abilities to jobs, education, medical care, recreation, and social opportunities.

As outlined on WeGo's Budget Equity Tool submission for FY2022-23, WeGo Transit thoroughly applies equity considerations in the advancement of all its programs. Equity is at the very center of implementation for any project that we do. As a recipient of federal funding, WeGo already complies with very specific federal equity requirements including, developing and maintaining an agency wide Title VI Program and performing an equity analysis for all transit service changes to ensure that there is no disparate impact or disproportionate burden on minority or low-income populations.

For FY 2024-25, WeGo's budget request proposes to continue service improvement initiatives to continue to enhance transit and make it more accessible, convenient, and more equitable to all Nashvillians. In FY24, WeGo will seek to reduce disparities and improve equity if our budget proposal is funded in a few different ways:

- Continued implementation of Better Bus service enhancements
 - Service span expansion on more routes and improved frequency on core services and local routes including additional service to the Nashville International Airport
 - Improved span for crosstown routes
 - New connector route linking Antioch and the Century Farms development
 - Additional WeGo Link (Mobility on Demand) zones
- Start development of the Antioch Transit Center
- Continued expansion of passenger waiting shelter program and intersection improvements in coordination with NDOT

Better Bus Service Improvements - The Better Bus Plan is comprised of a variety of transit service improvements across the WeGo system and is also included as part of the Metro Nashville Transportation Plan. Current Better Bus improvements are focused on improving crosstown travel and providing new opportunities for connections outside of downtown. These improvements are in support of the opening of the new Dr. Ernest Rip Patton Jr. North Nashville Transit Center (NNTC) and are thus critical to the success of that facility. The improvements include several route extensions to serve the center, along with a new crosstown route along Trinity Lane. Service on existing crosstown routes is also being upgraded to provide less wait time between buses and more consistent service throughout the day. The improved crosstown service will allow riders going places outside of downtown to reach their destination more quickly. This is a particularly important equity improvement because WeGo on-board survey data shows that low-income and minority riders are less likely to be traveling downtown and more likely to be traveling to neighborhoods outside of downtown. Maintaining these improvements in FY 25 reduce disparities in travel time and expand access for residents using transit. It will have a particularly positive impact on residents in neighborhoods such as North Nashville, Bordeaux, Haynes, and Whites Creek. The example below shows how many new places residents in Bordeaux can reach within 1 hour with Better Bus service improvements along with the resulting improvement in access to jobs. When fully implemented, the Better Bus plan will allow Nashvillians to reach 25% more jobs within 1 hour using transit.

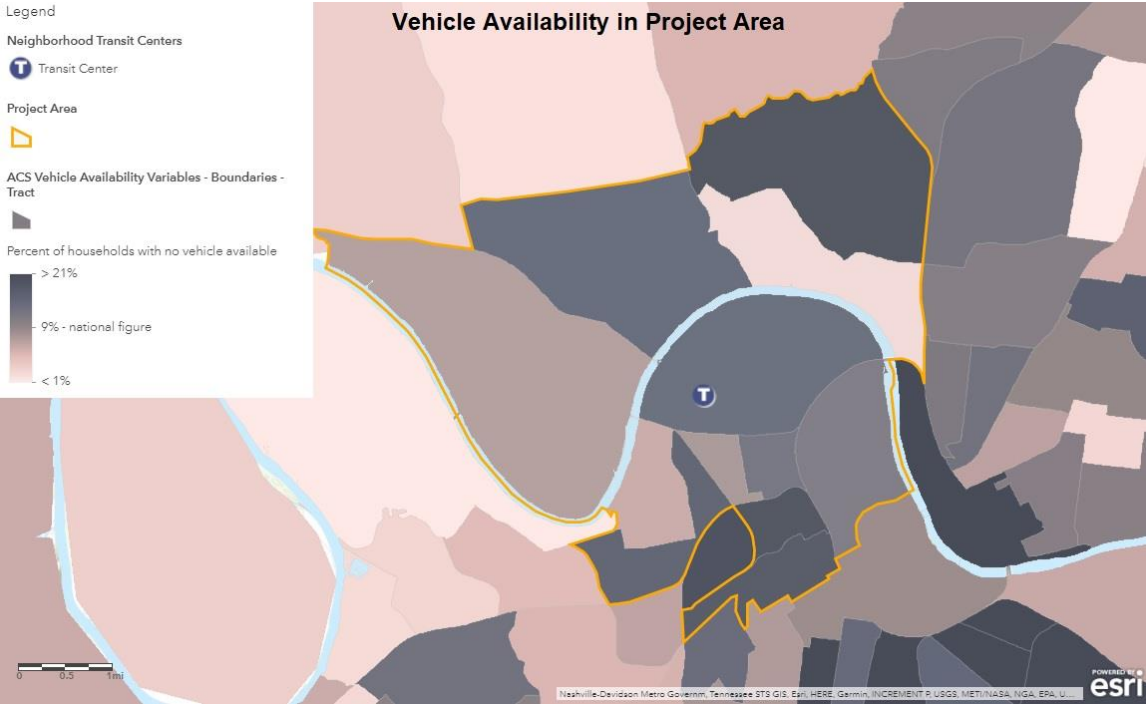


Route Extensions to Serve the New Dr. Ernest Rip Patton Jr. North Nashville Transit Center (NNTC) - One key strategy identified in WeGo’s strategic plan, nMotion and carried into the Metro Nashville Transportation Plan is the development of a system of transit centers. Our focus on transit centers to help decentralize the system offers opportunities for new connections outside of downtown and reduced travel

time for riders while expanding travel options for accessing services. The Dr. Ernest Rip Patton Jr. North Nashville Transit Center exemplifies this. The center will become a beacon for the community that will have impacts beyond transportation meeting other needs like access to Wi-Fi, space for community events, and others that will enhance overall livability. Through this model, WeGo will be creating transportation hubs that become destination points in communities around Nashville that can help enhance the fabric of the neighborhood and sustainability. The deployment of neighborhood transit centers will improve the connections to transit service and improve the dignity of the passenger waiting experience.

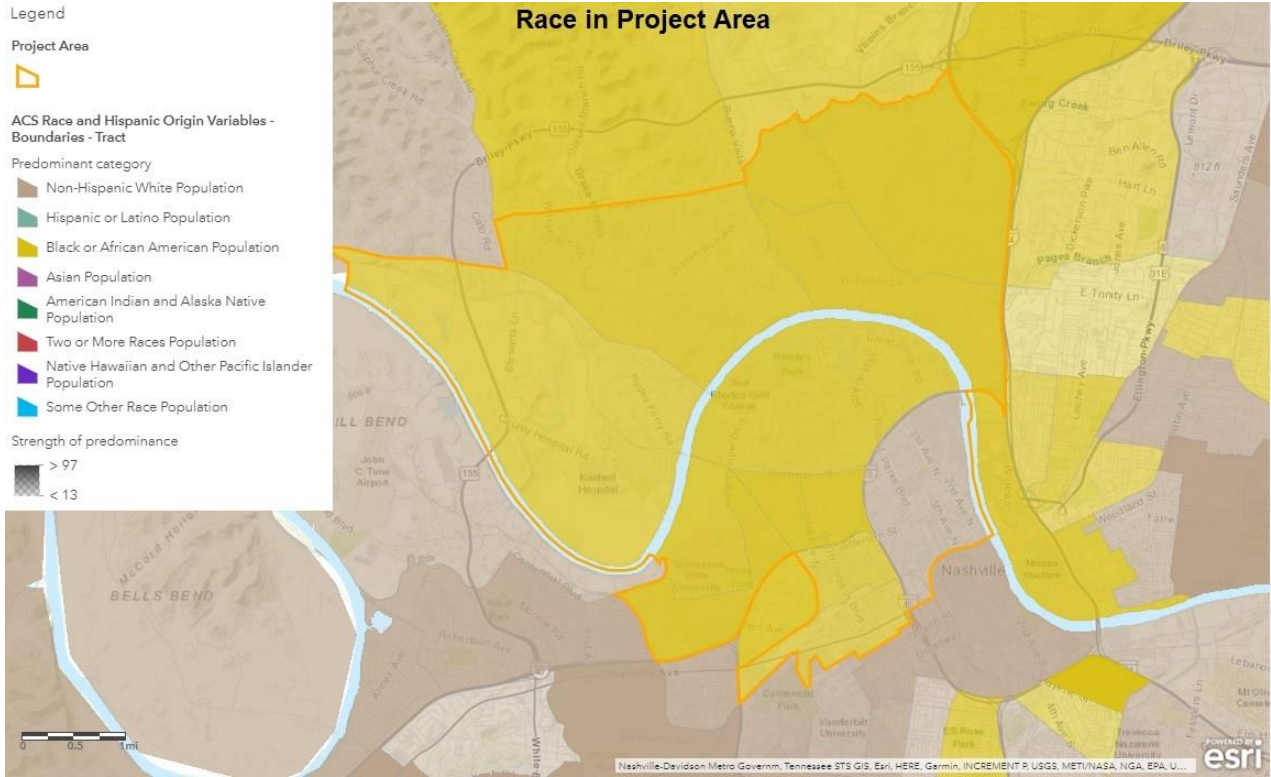
Connections between the transit system and other mobility providers such as rideshare operators, taxis and micromobility options (bikeshare, scooter, etc.) will also be facilitated. Concurrent with the development of the hub, strategic route extensions will expand the reach of the transit system and reduce overall travel times.

According to American Community Survey estimates, over 12,000 people in the project vicinity are below the poverty level. Most of the census tracts in the project area have greater than 15% of households without a vehicle available which is nearly twice the national average. This shows that many residents rely on transit to access jobs, healthcare, education and training, healthy food, and more. Unemployment is high and many work multiple jobs to make ends meet. A 2018 Brookings Institution study of Americans born between 1980 and 1986 found that in the 37208 ZIP code (North Nashville), one out of every seven people of that generation found themselves imprisoned in their 30s—the highest incarceration trend in the nation. A portion of the project area is also a designated opportunity zone.



The neighborhoods of North Nashville, Bordeaux and Whites Creek are also predominantly black communities. The area is home to multiple historical African-American colleges and universities including Fisk University, Tennessee State University, Meharry Medical College, and American Baptist College. The Jefferson Street corridor in particular has a rich history as a center for African-American business, arts, and

music. However, much of the project area was heavily impacted by the construction of I-40 and I-24/I-65 in the 1950's and 1960's. The highways bisected neighborhoods, disrupted businesses, and dislocated residents. The resulting surface street network is disconnected, creating a challenging environment for active transportation modes including transit. Economic decline followed and population of the community dropped.



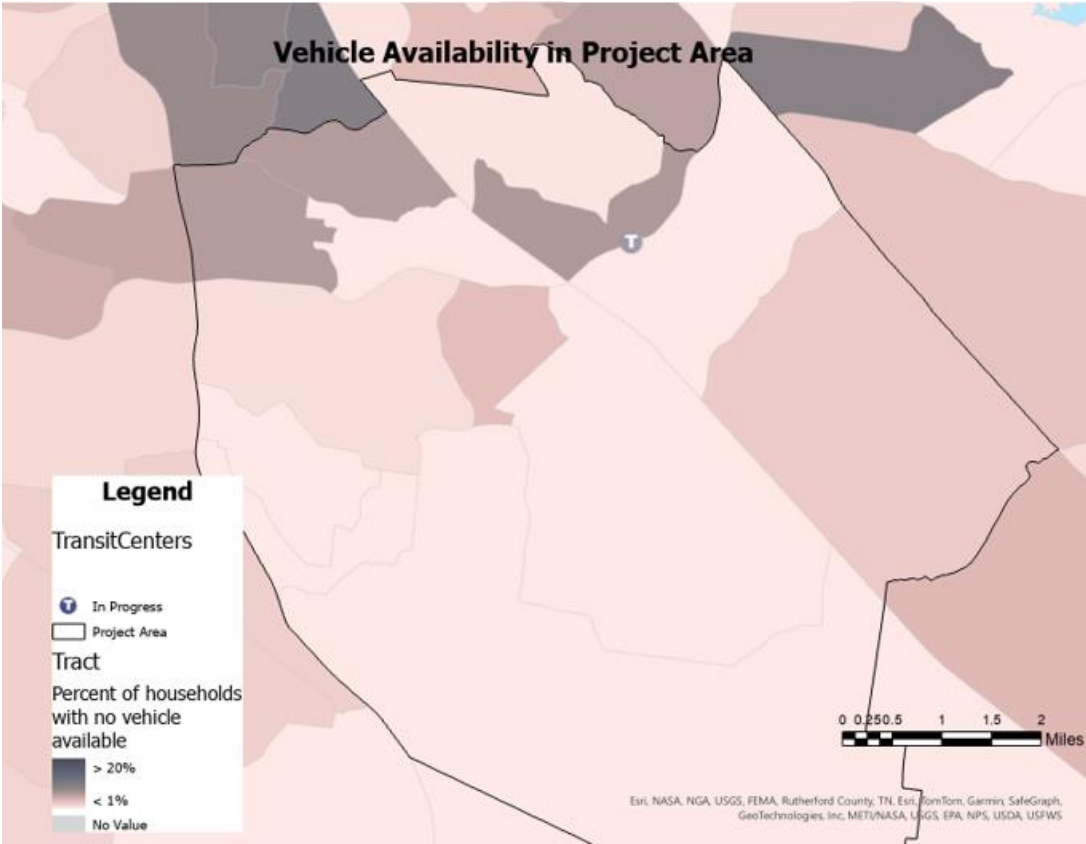
Improving transit service for the neighborhoods in the project area will provide substantial benefits, including decreased travel time and expanded access to opportunities including jobs and education. The decentralization of transit service is a particularly important equity improvement for this neighborhood. A transit network oriented around travel to/from downtown is an equity concern. When reviewing on board survey data, minority riders were less likely to be traveling to downtown than white riders. The addition of new connections outside of downtown and improved crosstown service will better meet travel needs of the residents in the project area and make the system more equitable.

For FY25 budget, WeGo will look to expand service to the Nashville International Airport. The airport's growth and expansion mean that it is becoming a major employment center and many service workers utilize WeGo to access employment opportunities there. Additional service through Route 55 Murfreesboro Pike via Donelson Pike will connect WeGo's highest ridership route and one of the fastest growing areas of Davidson County with the major employment center. Route 55 provides approximately 5,000 trips a day on this rapidly growing corridor. With an almost 62% of minority riders on this corridor and approximately 75% of riders being low-income, Route 55 provides essential service to individuals with high transit propensity. Frequency enhancements to Route 18 Airport, will also augment access to the airport. This route also carries many service workers to hotels and the airport.

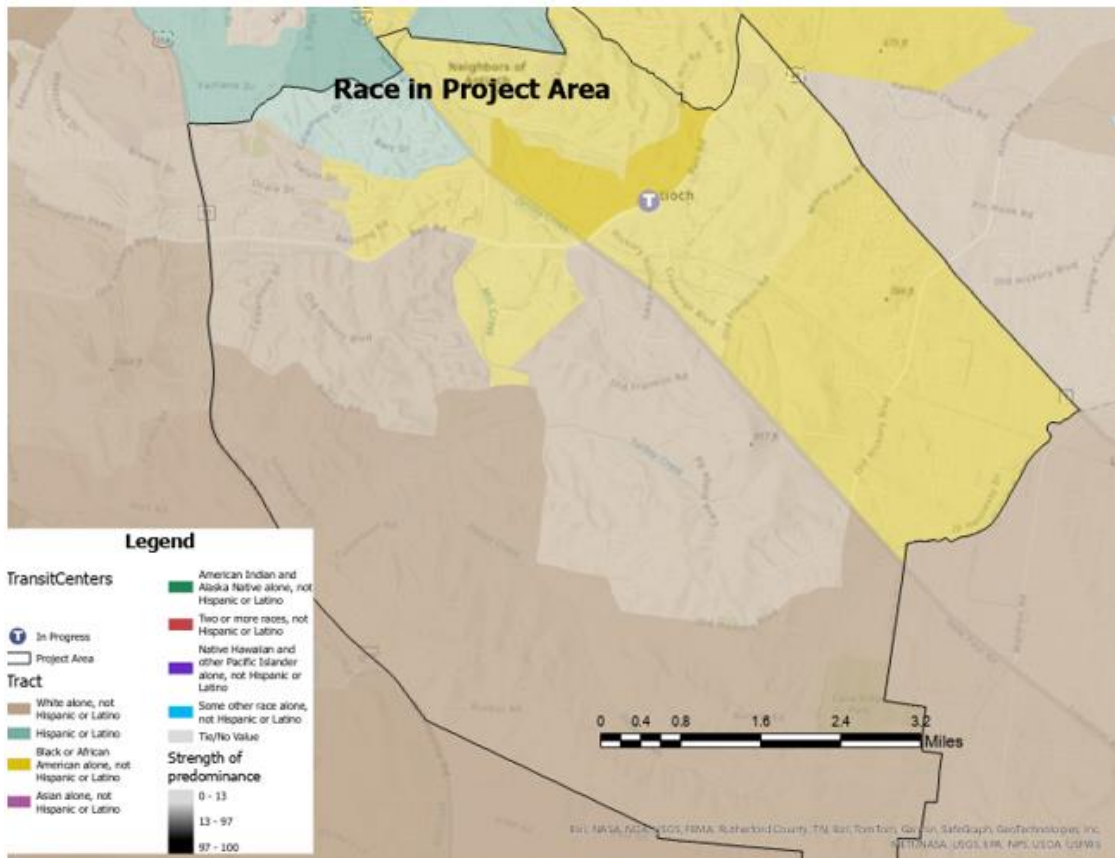
WeGo staff monitors route performance on an ongoing basis as a way to understand how the service is

working, but also to better track demand for services. Route 6 Lebanon Pike and Route 8 8th Avenue South operate on corridors that are experiencing rapid growth and is reflecting on their growing ridership. Ensuring that frequent and reliable service is available for riders to access services and opportunities is a reason for additional improvements on these two routes. According to our 2022 origin-destination survey, 60.2% of riders on Route 6 and 61.7% of riders on Route 8 are minority. These routes also have many frequent riders with 53.3% of riders riding 5 or more days a week for Route 6 and 63.1% of riders on Route 8 riding 5 or more days a week. Additionally, these routes carry many riders from zero vehicle households with 54.4% of riders with no vehicles for Route 6 and 78.8% of riders with no vehicle for Route 8.

Antioch Transit Center – WeGo Public Transit is in the process of advancing a regional transit center in the former Global Mall area. Transit centers are designed to be multimodal focus points of transportation and are key to facilitate travel outside of downtown. They provide for more direct travel, reduce travel time, and offer safe and comfortable facilities for making connections. Regional transit centers offer opportunities to provide additional benefits such as accommodations for personal vehicles and other unique amenities.



This new regional mobility center will serve as the southern terminus for WeGo’s highest ridership bus route on the Murfreesboro Pike corridor, a corridor outlined for future high-capacity transit service. The ATC will be located at the site of the former Global Mall, which has seen better days in the past, but is ripe for redevelopment, especially given its designation as a federal Opportunity Zone. Additionally, the Antioch area has seen substantial growth in recent years in part as a result of housing affordability challenges in other parts of the county. In March 2022 Metro announced purchasing the property. Unoccupied mall space, the parking areas surrounding the mall, and selected outparcels are part of a major redevelopment plan.



The vision for the transit center is to provide key connections between local and regional services. It also presents the possibility of developing air rights that may include housing or commercial options in accordance with the expressed desires of the community through Metro Planning’s Global Mall Planning Study that would have enhanced connections to frequent transit. A proposed new connector route servicing the Antioch area and the Century Farms development will allow for improved network connections in this growing market with high transit propensity. Century Farms and the new Tanger Outlet Retail complex are a rapidly growing area of Southeastern Davidson County, and one of the most frequently requested new service areas by WeGo Public Transit customers.

Continued Expansion of Passenger Shelter Program and ADA Access Improvements - WeGo Public Transit will continue to use available capital funding to implement strategies to improve the facilities utilized to access transit. WeGo currently has 282 passenger waiting shelters distributed across Davidson County. Based on a total bus stop count of 1,593, this means that 17 % of all stops have a shelter. However, based on overall ridership patterns and prioritizing high boarding locations for shelter improvements almost 72% of all passenger boardings occur at sheltered stops. Recent Capital Budget investments from Metro have enabled WeGo to more than double the number of passenger shelters since 2015. As WeGo improves bus stops to accommodate shelters, we are also constructing pedestrian and bicyclist safety as infrastructure improvements providing access to transit. The Metro Nashville Transportation Plan calls for an additional 68 passenger waiting shelters, and the expansion of 25 sites that are currently undersized based on use. Overall, WeGo Public Transit estimates that 182 additional bus stops (including the 68 in the Metro Nashville Transportation Plan) warrant shelters and other accessibility improvements.

The agency’s Capital Investment Plan identifies sources and amounts of projected capital funding available

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to Nashville MTA as well as a framework for categorizing and prioritizing projects for funding decisions. Resources are allocated to maintain assets in a state of good repair but also to provide service improvements for riders. Such assets include amenities like bus stops, shelters, and transit centers. Many of these improvements are essential to enhance accessibility to transit including connections that make it easier for disadvantaged communities to travel faster and safer to access opportunities like jobs, food, education, and healthcare. This process helps prioritize those investments through an equity lens ensuring proper distribution and equitable access. Better bus stops and shelters are key for safe access and improving rider's safety, security, and comfort. With just under 1,600 stops in the system and a growing need to expand the number of shelters at bus stops, it requires additional resources to build, maintain, and improve such facilities.

Title VI Program - As a recipient of federal funds and in accordance with Title VI of the Civil Right Act of 1964, WeGo is committed to ensuring that no person is excluded from participation, denied the benefits of, or otherwise subjected to discrimination under any of its programs, activities, or services provided on the basis of race, color, or national origin.

WeGo's Title VI Program details how the agency complies with Title VI requirements including the establishment of specific system-wide service standards and system-wide service policies. In addition, a *Major Service Change Policy*, *Disparate Impact Policy*, *Disproportionate Burden Policy*, a *Language Assistance Plan (LAP)*, and *Public Participation Plan* are established. Key Components of the Title VI Program include how WeGo: 1) Measures impacts to minority and low-income populations when making service and fare changes; 2) Engages minority populations in public outreach efforts, and 3) Takes reasonable steps to ensure meaningful access to individuals who are limited English proficient (LEP). As an example, with every system service changes, all informational materials are available in English and Spanish. WeGo also has translation services available for anyone that requests the information in a different language.

The Federal Transit administration (FTA) requires transit agencies to develop a Title VI Program and update that program every three years and submit to the FTA for approval. WeGo last updated its Title VI Plan in December 2022 and submitted it to the FTA.

On-Board Survey and Origin-Destination Survey Data - WeGo Public Transit conducts a systemwide transit on-board survey every 5 years. The survey collects travel data from a sample of WeGo riders traveling on buses for all routes and includes origin and destinations, socio-economic and demographics, fare payment preferences, travel purposes, means for accessing and egressing the system, and time of travel among others. This data provides a critical understanding of the characteristics of our riders and their travel behaviors. This is important to help WeGo predict how and where riders will use the system. The socioeconomic and demographic information collected provides insight about the makeup of the ridership and is used to allocate resources in an equitable manner to ensure underserved populations are being served adequately. The on-board transit survey also includes an attitudinal component to help determine how passengers learn about routes and times, and to assess the reasons that individuals ride transit. It can also be used to explore amenities such as lighting at bus stops or cover for stops (shelters) which may mitigate rider concerns like personal security or shelter from the weather. This information helps prioritize new policies, services, or amenities, identifying areas with the highest need. Many of the service initiatives contained in WeGo Public Transit's Better Bus Plan and many of the projects in WeGo Public Transit's Capital Improvement Plan have directly resulted from this intense level of passenger engagement.

WeGo conducted an update to the on-board Origin-Destination survey in the fall of 2022. The on-board survey data along with the recently released 2020 Census data will provide great sources of information that WeGo staff utilizes to evaluate current service availability, amenity distribution, and outreach strategies to ensure equitable distribution of services and resources.

Public Participation Plan - To better understand Nashville’s low-income, minority, and LEP communities, WeGo Public Transit uses census data, as well as the most up to date five-year estimates from the American Community Survey to determine the demographic make-up of our service area. WeGo Public Transit also uses geographic information system (GIS) mapping to identify the minority block group communities within our service area. By collecting this data, we are able to develop a comprehensive plan that will prevent any of our services from causing a disparate impact to those communities and ensure inclusivity in all engagement methods. Furthermore, ridership data provided through systemwide on-board surveys conducted every five years allows for targeted outreach as appropriate in public engagement, particularly for considerations that may impact WeGo Public Transit riders more so than the community at large.

Demographic data are also collected on an optional basis for all outreach events. This data is collected to evaluate the reach of our audience and taken into consideration in any updates to the Public Participation Plan included in the Title VI Program.

Business Diversity in Contracting and Procurement - WeGo Public Transit's Business Diversity Program has made impressive strides in increasing contracts awarded to Disadvantaged Business Enterprise (DBE) businesses.

The program’s success can be attributed to various initiatives, such as focused outreach targeting diverse businesses and continued use of the software solution, B2G, implemented in FY 2021. This system has enhanced the automation of the DBE certification process and tracking spending based on various criteria, which yields positive results.

Removing barriers to participation in contract opportunities for DBEs is a crucial objective of the Business Diversity Department at WeGo Public Transit. Organizing events in the Spring and Summer of 2025 to encourage relationship-building between primes and subcontractors is a significant step towards achieving this goal. The department is actively promoting diverse businesses' involvement by ensuring timely dissemination of information about current and upcoming opportunities and facilitating fair and open competition.

Attending DBE and Small Business events hosted by partner agencies has been beneficial in providing diverse businesses with information about WeGo Public Transit’s business diversity services and opportunities. Additionally, offering technical assistance with understanding contracting requirements and DBE certifications and referring businesses to supportive services programs from partner agencies showcases supporting DBEs.

The automated Business Diversity Management System (BDMS) plays a pivotal role in engaging diverse businesses. Access to the entire Tennessee Uniformed Certification Program (TNUCP) DBE directory allows the vendor community to effectively participate in project team building for contracting opportunities. BDMS also enables WeGo Public Transit to notify diverse businesses about current and upcoming opportunities and track their participation based on various demographics, creating a level playing field for diverse businesses.

With the implementation of our Business Diversity Program, we expect participation from small, diverse businesses competing for WeGo Public Transit projects to continue to increase.

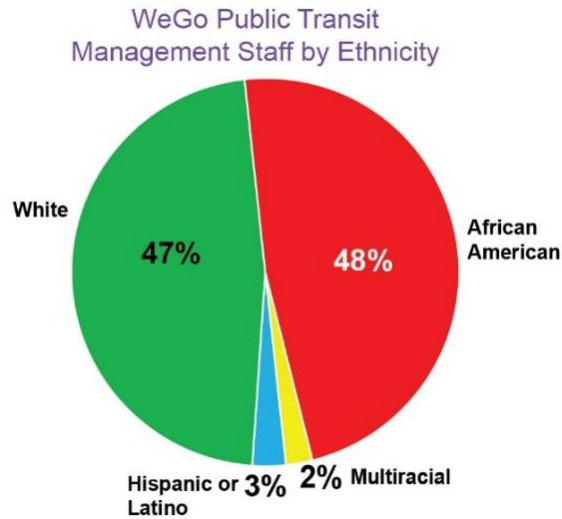
Question 2.

Are there budget modifications that will promote diversity, equity, and inclusion among department staff? (How will the department incorporate an equity lens in recruitment, retention, or promotions? How will these efforts be assessed? What data will guide policy and assessment?)

The Human Resources Department at WeGo Public Transit will continue to prepare and review annual reports of the racial, ethnic and gender makeup of staff at various levels of the organization to identify areas for improvement and strategies for recruitment, retention, advancement, and leadership development initiatives. WeGo Public Transit is working to ensure that its staff and leadership resemble the evolving demographics of the community through targeted partnerships that have included:

- El Jefe 96.7 Radio targeting the Hispanic community and Spanish Speaking applicants.
- Jefferson Street Jazz Festival
- Nashville Culture Festival
- Nashville Pride Fest
- Hiring events at Plaza Mariachi targeting Latino community
- WOW (Women of Worth)
- Transit Equality Day event at Fisk University promoted on 92Q
- The Tennessee Tribune for marketing and job postings
- The Urban League of Middle Tennessee Virtual Hiring Event
- Coordinate with state and private partners for reentry program candidates
- Ft. Campbell Job Fair targeting emerging military veterans.
- Metro Government job fair

Annually, senior leadership reviews the composition of our overall and leadership workforce to monitor its reflection of our overall community and to identify specific efforts to improve performance in this area. With respect to management positions, as of the end of 2023, the ethnicity profile looked like this:



The expansion of our recruitment resources and efforts has resulted in a noted increase in diversity of our non-union staff. In the fall of 2017, WeGo Public Transit’s e3 Leadership Academy was initiated to identify rising leaders in our organization and expose them to a variety of professional development opportunities. This resulted in the promotion of several individuals into senior leadership roles throughout the organization. More recently, WeGo Public Transit initiated its “WeGo Academy” program, which is still evolving. Where the e3 Leadership Academy was focused on mid-management and administrative personnel, WeGo Academy is focused on our entry level operating personnel. Historically, individuals entering employment with WeGo Public Transit as Bus Operators, Servicers and Custodians have been much more representative of the community at large across ethnic and gender categories. WeGo Academy was created in 2021 to address several issues we were recognizing in our industry:

- By hiring new employees without a commercial driver’s license and with no previous commercial driving experience (and by providing extended training opportunities to address these very specific skill deficiencies) we sought to diversify our pool of talent for Bus Operators (which represent well over half of the total position in the organization) from traditional holders of commercial driver’s licenses to those with more diverse employment backgrounds. This has moved us beyond looking for “truck drivers” to looking for those with customer satisfaction backgrounds and an interest in serving their community. This change in approach has simultaneously expanded our candidate pool in a tight labor market, and significantly expanded the diversity of applicants.
- Expanding the training focus from simply how to successfully operate a transit bus in revenue service to a much broader exposure to our operations and the fundamentals of our organization to deepen their understanding of their role to improve long-term retention.
- To begin to identify career paths for our entry level employees so they can gain a better understanding of the promotional opportunities available to them, and the necessary steps they need to take to be ready to take on more advanced roles.

- The WeGo Academy initiative has proven to continue to be impressive with a significant increase in the number of individuals entering the program from the original model of 70 per year to 231 in 2023 with the company conducting 187 CDL test with our internal CDL Examiners that are certified through Department of Transportation and Homeland Security. We have a retention rate (to date) of about 65%.
- The WeGo Mechanic Apprenticeship Program is another new program recognized by the Department of Labor launched in 2021. It is a three-year program. Apprenticeship is a partnership between the company and the union in the efforts to develop productive solutions by addressing training needs, mentoring, and credentialing. Apprenticeship opportunities build a stronger workforce and provide opportunities for youth outreach and develop a career pipeline for the transit industry. We are committed to expanding this project through partnerships with local trade schools and high schools with an automotive program.

Question 3.

Are there any budget modifications that will enhance outreach to Metro residents or increase accessibility to departmental services and information? (How will the department use an equity lens to guide outreach and accessibility efforts? How will these efforts be assessed? What data will guide policy and assessment?)

Community Outreach – WeGo expanded “How to Ride” outreach materials to three more languages in 2023: Arabic, Somali, and Kurdish. Spanish translation has been part of outreach for several years. The Arabic materials were a direct request from a group of non-profits under the umbrella name of the Coalition for Better Futures in Southeast Nashville. Hundreds of Arabic speakers began moving into South Nashville in 2023. The nonprofit called “The Branch” has been leading the efforts in the community. The translated materials included a “How to Ride” flyer, Quick Ticket fare card explainer, and YouTube video captioning. The Spanish, Somali, Arabic, and Kurdish materials were shared with Conexión Américas, Tennessee Immigrant and Refugee Rights Coalition, and Catholic Charities. The cards and flyers were also distributed to the Travel Training program starting in early 2024, for hands-on use with rider education in the future.

We continued to strengthen relationships with organizations that assist a diverse network of people throughout Metro Nashville, many of whom are our core group of riders- those who rely on WeGo to get to work and take care of their families. New partners this year included: Interfaith Dental Clinic, Urban Housing Solutions, Johnson Learning Center alternative school, and the MNPD Neighborhood Safety Unit.

WeGo instituted fare changes on October 1, of 2023. The extensive public information campaign for this event started in May of 2023 and continued throughout the rest of the year. The primary goal of the fare changes was to increase use of the QuickTicket fare system. Through Fare Capping, QuickTicket can save regular riders money and it allows for quicker boarding, which helps keep routes on time. The campaign to educate people on the changes involved every WeGo department and included direct outreach on buses by operators, who handed out QuickTickets with the multi-language explainer (including English) to anyone who seemed to have trouble understanding English or was having issues with understanding the program. The goal was to fill in the gaps for people who may not have seen the extensive media, social media, web, posters, flyers, cards, bus audio announcements, bus card signs, and bus bench and shelter displays deployed as part of the larger campaign, starting in the summer of 2023. We also worked directly with nonprofits to help get the word out, including the Nashville Promise Zone working group, which included representatives from MDHA and other social service providers.

American Muslim Advisory Council (AMAC)

- WeGo continued this relationship with more QuickTicket distribution and informational flyers in Arabic.

Metro Office of Homeless Services (formerly Metro Homeless Impact Division)

- Cold weather response
 - The Metro emergency cold weather plan started early due to a cold snap in October and has proven much busier than past years. There have been hundreds more people experiencing homelessness who have used the 23B bus route than in past years. Exact data from Metro is still being calculated.
 - WeGo expanded the collaboration with Metro for the city-wide cold weather response program. The priority is to get homeless people to shelters when the temperature is below 32 degrees overnight.
 - WeGo works with the Office of Homeless Services to get homeless to the Metro Emergency Overflow Shelter location at 3230 Brick Church Pike via Route 23B - Dickerson Pike from 6:00pm until end of service on nights the shelter is open.
 - This is a large-scale project that provides free rides for thousands of people during the coldest months of the year.
 - WeGo provided 5000 all day bus passes for agencies to hand out to people who needed to seek emergency shelter.
- Safety
 - WeGo works with MNP and Metro agencies on issues related to encampments and loitering at bus stops, shelters, WeGo Central, and WeGo Star stations and tracks. The issues continue to grow.
 - WeGo worked closely with Metro agencies to have an organized and caring initiative to re-house people who were camped on WeGo property near Andrew Jackson Parkway in Hermitage. Neighbors were concerned about violence and other issues at the camp. WeGo is in the process of selling the vacant land.
- Oasis Center
 - WeGo continues the longstanding partnership with the Oasis Center for the WeGo Youth Action Team.
 - The WeGo Youth Action Team (YAT) consists of eight (8) high school students from across Nashville that work to increase student ridership through education and activities. The Team meets for two (2) hours each week during the school year.
 - The Team tours WeGo facilities and meets with WeGo staff to learn about public transit and be able to better inform their peers and students' families about the services WeGo provides.
 - The Team attends Metro Nashville Public Schools events to teach students about riding WeGo public transit.
 - This year YAT students participated in the annual Open Streets event organized by the

Nashville Department of Transportation and the nonprofit Walk Bike Nashville. The celebration shuts down several blocks of a street on a weekend day to hold a walking, biking, and transit festival. WeGo staged a bus at the event and the Oasis students showed more than 150 people how to use the bike mount feature, as many of the participants were riding bikes. It is part of the overall effort to educate key populations about the value of multi-modal transportation.

To steer outreach and accessibility initiatives with an equity focus, the department will leverage the budgetary enhancement to actively engage and build relationships with underserved communities. This strategy includes collaborating with community partners to deliver transit education and assess both their current and future transit requirements.

The comprehensive approach to committed engagement involves:

- Regularly attending community meetings to stay informed and connected.
- Actively engaging with community-based organizations to strengthen partnerships.
- Engaging within underserved communities through outreach efforts at community centers, libraries, local businesses, and transit stop locations.
- Conducting ongoing surveys to collect data and ensure the accurate representation of the voice of underserved communities.
- Facilitating bi-annual public engagements in underserved communities to gather input on service changes.
- Implementing targeted onboard engagement on routes that traverse within underserved communities.

The Outreach Team has organized and executed over 80 outreach events. These events specifically aimed at providing transit education to diverse communities, including those foreign-born, residing in senior living facilities, experiencing homelessness, participating in reentry programs, attending schools, and representing the disability community. This data-driven approach guarantees that policy and assessment considerations are informed by the specific needs and perspectives of the communities being served.

Public Participation Plan - Public engagement strategies are formulated based on the content of the message, paired with available demographic statistics from the U.S. Census Bureau and American Community Survey 5-Year Estimates. In using this data, WeGo Public Transit completes analyses through GIS of the most up to date data available to determine the areas in which traditionally underserved populations reside and determine methods to reach those audiences. Establishing and understanding receptivity to messaging is key when determining how to effectively communicate. Presently, WeGo Public Transit has numerous messaging methods, both passive and active, that are utilized to reach various audiences without creating audience fatigue. A comprehensive list of those methods can be found on MTA's Public Participation Plan (<https://www.wegotransit.com/publications/>)

Question 4.

Provide a general characterization of any remaining budget modifications that do not align with the previous three questions. Please group together similar or related modifications. None Identified.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	OF-D-24-004	Meeting Date:	2/22/2024
Item Title:	Quarterly Route Performance Report		

BACKGROUND:

The Quarterly Route Performance Report for the months of October, November, and December 2023 is provided on the following pages.

Ridership this quarter held steady from last quarter at over ninety-seven percent of pre-pandemic ridership, and ridership on almost every route was higher than the previous year. Eight routes had higher ridership than pre-pandemic this quarter, with Route 8 8th Avenue South joining the list for the first time. Much of this growth was in response to added weekend frequency on Route 8 with fall service changes in October 2023.

In October, we added midday and Sunday service on Route 75 Midtown, which had previously been operating during peak times only on weekdays and Saturdays. As expected, productivity declined with the added service, but ridership did grow almost twenty-five percent in absolute terms from last quarter. As we plan to add more frequency on this route in Spring 2024, we will be watching to see how ridership responds to the improved crosstown service.

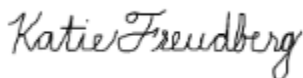
We saw improvements to on-time performance this quarter relative to last quarter on almost all routes. We typically see an increase in on-time performance this quarter thanks to reduced traffic and school breaks around holidays. Routes 3-West End and 7-Hillsboro also benefitted from the re-opening of the Broadway bridge. We also saw improvements in on-time performance with the re-timing of several routes in October.

Beginning this quarter, we will be including the regional (RTA) service ridership in this report in addition to local (MTA) ridership. Regional services continue to recover much slower than local services, reflecting changes in post-pandemic work and travel patterns.

CURRENT STATUS:

Scheduling & Service Planning Manager Katie Freudberg will review this report at the committee meeting.

APPROVED:



2/22/2024

Scheduling & Service Planning Manager

Date

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - OCTOBER THROUGH DECEMBER 2023

Route	Ridership			Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Pre-Pandemic Ridership %	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Frequent Service											
3 - West End	150,693	6.8%	87.8%	11,019	3.0%	13.7	3.7%	11.5	4.0%	82.97%	-1.21%
4 - Shelby	59,864	19.7%	75.9%	4,195	6.4%	14.3	12.5%	7.7	14.5%	89.21%	0.36%
7 - Hillsboro	110,305	13.9%	95.0%	7,037	18.4%	15.7	-3.8%	10.7	-1.2%	89.04%	6.43%
22 - Bordeaux	94,622	5.7%	68.7%	6,082	2.3%	15.6	3.3%	8.1	3.0%	88.96%	-0.48%
23 - Dickerson	172,524	14.7%	124.9%	9,198	2.5%	18.8	11.8%	13.1	12.0%	90.33%	1.54%
50 - Charlotte Pike	160,868	15.5%	103.7%	8,443	2.8%	19.1	12.4%	14.3	12.1%	85.42%	-0.77%
52 - Nolensville Pike	215,473	7.6%	106.0%	13,135	3.9%	16.4	3.6%	15.9	5.2%	81.55%	0.78%
55 - Murfreesboro Pike	361,039	8.9%	130.5%	15,932	4.2%	22.7	4.5%	22.8	6.7%	79.09%	-0.98%
56 - Gallatin Pike	284,663	12.5%	97.4%	13,981	1.3%	20.4	11.0%	18.7	10.2%	83.13%	0.70%
Total	1,610,051	10.9%	102.6%	89,020	4.2%	18.1	6.4%	14.4	7.0%	84.31%	0.28%
Local Service											
6 - Lebanon Road	53,183	30.6%	112.0%	4,767	16.6%	11.2	12.0%	11.3	16.9%	81.87%	3.23%
8 - 8th Avenue South	65,028	5.9%	103.8%	3,767	22.8%	17.3	-13.8%	10.7	-12.4%	86.16%	4.23%
9 - Metrocenter	21,619	8.2%	64.1%	1,431	0.0%	15.1	8.2%	5.9	8.2%	93.36%	1.81%
14 - Whites Creek	21,052	4.0%	60.4%	2,010	0.0%	10.5	4.0%	5.2	3.9%	86.41%	0.93%
17 - 12th Avenue South	39,179	8.5%	86.6%	3,611	-0.6%	10.9	9.1%	6.4	8.7%	89.04%	0.96%
18 - Airport/Elm Hill	40,144	26.6%	127.3%	2,807	11.9%	14.3	13.1%	9.7	18.1%	80.50%	-3.88%
19 - Herman	59,364	20.6%	77.7%	4,340	0.0%	13.7	20.7%	9.1	20.6%	91.65%	1.11%
28 - Meridian	17,435	-4.2%	61.2%	1,968	0.0%	8.9	-4.2%	4.3	-4.1%	92.05%	2.29%
29 - Jefferson	42,376	16.2%	89.0%	3,353	-0.2%	12.6	16.4%	5.8	16.2%	91.79%	2.05%
34 - Opry Mills - Music Valley	24,609	3.0%	92.4%	1,536	-0.3%	16.0	3.3%	7.9	3.0%	87.34%	0.77%
41 - Golden Valley	3,777	18.8%	73.0%	322	-6.1%	11.7	26.6%	6.0	18.8%	81.42%	-4.01%
42 - St.Cecilia - Cumberland	23,744	18.2%	78.9%	1,976	14.0%	12.0	3.7%	5.7	4.4%	90.65%	-2.49%
Total	411,510	13.9%	85.1%	31,888	6.2%	12.9	7.3%	7.6	9.1%	87.92%	1.16%
Connector Service											
70 - Bellevue	2,817	N/A	N/A	776	N/A	3.6	N/A	1.9	N/A	91.43%	N/A
75 - Midtown	6,897	14.0%	50.4%	2,297	59.7%	3.0	-28.6%	2.2	-27.0%	80.72%	2.29%
76 - Madison	22,366	11.3%	93.5%	1,664	-3.2%	13.4	15.0%	8.5	11.3%	84.94%	-1.44%
77 - Thompson – Wedgewood	19,651	30.2%	100.4%	4,420	60.0%	4.4	-18.7%	5.8	-20.9%	79.41%	-0.94%
79 - Skyline	14,209	41.1%	N/A	1,786	4.1%	8.0	35.6%	3.5	37.7%	83.66%	1.57%
WeGo Link	640	11.5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	66,580	28.3%	104.2%	10,943	43.3%	6.1	-10.5%	4.5	-7.0%	82.05%	0.31%

QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - OCTOBER THROUGH DECEMBER 2023

Route	Ridership			Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Pre-Pandemic Ridership %	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Regional Bus Service											
64 - Star Downtown Shuttle	1,308	56.1%	19.8%	155	0.0%	8.4	56.1%	2.6	56.1%	82.80%	-5.54%
84 - Murfreesboro Express	7,417	23.0%	92.5%	2,203	8.7%	3.4	13.2%	5.0	16.1%	82.88%	5.39%
86 - Smyrna - LaVergne	2,961	82.2%	45.1%	506	-2.0%	5.9	86.0%	6.7	82.2%	67.58%	-4.96%
87 - Gallatin - Hendersonville	4,611	-2.6%	44.4%	590	0.0%	7.8	-2.6%	9.1	-2.6%	98.85%	12.96%
88 - Dickson	1,356	18.0%	32.3%	295	0.0%	4.6	18.0%	5.4	18.0%	100.00%	3.23%
89 - Springfield - Joelton	1,466	23.4%	39.9%	350	0.0%	4.2	23.4%	5.8	23.4%	97.69%	1.72%
93 - Star West End Shuttle	7,353	14.9%	43.7%	250	0.0%	29.4	14.9%	19.5	14.9%	81.94%	-3.61%
94 - Clarksville	5,530	4.9%	33.3%	681	0.0%	8.1	4.9%	8.8	4.9%	61.23%	-34.41%
95 - Spring Hill - Franklin	5,062	37.1%	73.8%	712	0.0%	7.1	37.1%	10.0	37.1%	99.81%	3.44%
Total	37,064	19.8%	42.1%	5,742	3.0%	6.5	16.4%	7.5	17.8%	81.72%	-0.43%
Regional Rail Service											
90 - WeGo Star Commuter Rail	23,531	7.6%	34.1%	719	0.0%	32.7	7.6%	31.1	7.6%	98.94%	1.06%
Total	23,531	7.6%	34.1%	719	0.0%	32.7	7.6%	31.1	7.6%	98.94%	1.06%
System Total	2,148,736	12.0%	93.4%	138,312	6.9%	15.5	4.8%	11.5	5.8%	84.95%	0.42%

Totals by Service Family (Agency)

Service Family (Agency)	Ridership			Revenue Hours		Productivity				On-Time Performance	
	Ridership	Ridership Change	Pre-Pandemic Ridership %	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Hr Change	Pax/Trip	Pax/Trip Change	OTP	OTP Change
Local (MTA)	2,088,141	12.0%	97.4%	131,851	7.1%	15.8	4.5%	11.5	5.6%	84.99%	0.44%
Regional (RTA)	60,595	14.8%	38.6%	6,461	2.6%	9.4	11.8%	10.6	13.1%	82.72%	-0.43%
System Total	2,148,736	12.0%	93.4%	138,312	6.9%	15.5	4.8%	11.5	5.8%	84.95%	0.42%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-24-002	Meeting Date:	2/22/2024
Item Title:	Body on Chassis Cutaway Buses		

BACKGROUND:

Concurrent with MTA's efforts to operate within our Capital Fleet Replacement Plan for Body on Chassis "Cutaway Buses," Procurement staff issued an RFP (Request for Proposal) that was published on October 6, 2023, to purchase up to one-hundred and twenty-five (125) Body on Chassis Cutaway buses over a five-year (5) period.

A Request for Proposal (RFP) was published on WeGo's website and Transit Talent on October 6, 2023, to purchase Body on Chassis Cutaway Buses. Evaluation criteria included product design & performance, reputation & performance, delivery schedule, and cost. The RFP was also sent directly to The Bus Center, Southern Bus, Coach & Equipment Bus Sales, Carpenter Bus Sales, and Creative Bus Sales. The original due date for responses was November 10, 2023.

Before the deadline, the agency received two responsive proposals from The Bus Center and Southern Bus and Mobility.

The evaluation committee found Southern Bus and Mobility the most advantageous, demonstrating their capability to meet the agency's delivery schedule and bus specifications. Southern Bus and Mobility responded to the Best and Final Offer Request on December 1, 2023, with cost savings and an improved delivery schedule.

WeGo's third-party inspector, AmeriTran (formerly Transit Resource Center), has conducted the required Pre-Award Audit to validate that the overall bus components comply with federal requirements for a minimum of 70% American Built Content and final assembly requirements, proving compliance to Buy America requirements. Once bus production is completed, AmeriTran will also perform a post-delivery inspection, confirming that Buy American content requirements are met.

RECOMMENDATION:

Staff requests Board approval for the Chief Executive Officer to enter a contract with Southern Bus and Mobility to purchase up to one hundred and twenty-five (125) over a five-year period. The overall contract with Southern Bus and Mobility is not to exceed (\$30,000,000) for the contract term.

In addition, staff requests to purchase nineteen (19) Bodies on Chassis "Cutaway Buses" immediately from this contract. These buses will replace buses currently used in WeGo Access and low patronage Fixed Route service. They have exceeded their useful life and are eligible to retire. This purchase order is contingent upon completing a satisfactory Buy America pre-award audit.

The price per vehicle is (\$235,000), plus an additional (\$1,200) per vehicle for tools and training. The total project budget includes a 10% contingency for a total project cost not to exceed (\$4,936,580).

The overall contract with Southern Bus and Mobility is not to exceed (\$30,000,000) for the term of the 5-year contract.

Purchase of the vehicles will be funded utilizing approved Metro Capital Funds and 5307 Federal Formula Funds.

APPROVED:

2/22/2024

Board Secretary

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-24-003	Meeting Date:	02/22/2024
Item Title:	RFQ 2023136 On-Call Contractor for Sidewalk and Bus Platform Construction		

BACKGROUND:

WeGo staff developed a priority list for improving transit stops in our system. WeGo currently has over 1620 transit stops and 282 existing sheltered stops. The Transit Stop Improvement Program focuses on improving transit stops on the high injury network with high ridership. This Indefinite Delivery Indefinite Quantity (IDIQ) Construction contract is intended to facilitate the construction of the needed infrastructure for improving a transit stop according to our design guidelines. The transit stop infrastructure includes items such as an appropriately sized platform, curb and gutter, sidewalks to the nearest intersection, stormwater infrastructure, accommodations for bicycle lanes, electricity for lighting and signage, pedestrian push buttons, and traffic signals for pedestrian crossings. Once the infrastructure is in place and has passed inspections, then WeGo staff will install the appropriate amenities, including a shelter, trash can, and bus stop sign.

This contract will expedite the bidding and construction process. Like the Task Order process; we can request a bid construction price from the approved contracted contractors. The lowest bid with the schedule that will meet the agency's needs will be able to move quickly to construction since the contracting piece will already be established through this contract.

The Request for Qualifications (RFQ) was published on the agency website and Transit Talent on November 2, 2023, to build sidewalks and platforms for the Transit Stop Improvement Program. This contract will only use Metro Local and Tennessee State IMPROVE Act funds.

Although a DBE project goal wasn't assigned, of the four proposals received, one was from a Disadvantaged Business Enterprise (DBE) and Minority Business Enterprise (MBE), and two were from a Women Business Enterprise (WBE).

Four proposals were received on December 14, 2023, due date:

- BC Mason Group
- Pavement Restorations
- Roy T. Goodwin
- Walker Building Group

The evaluation committee evaluated the proposals on the following factors: qualifications, experience, references, understanding of the scope of work, and representative projects.

BC Mason Group, Pavement Restorations, Roy T. Goodwin, and Walker Building Group received satisfactory rankings from the evaluation committee. Their proposals have been determined to be skilled and responsive to the solicitation requirements.

BC Mason Group, Pavement Restorations, Roy T. Goodwin, and Walker Building Group reference checks were provided and exceeded expectations. The agency is pleased with all four companies offering on-call sidewalk and bus platform construction.

RECOMMENDATION:

We request the Board to provide the Chief Executive Officer the authority to enter five years with two additional one (1) year terms task order-based contracts with BC Mason Group, Pavement Restorations, Roy T. Goodwin, and Walker Building Group to provide sidewalk and platform construction for a total contract budget of \$15,000,000.00. The work will be funded using the IMPROVE Act and Metro Capital Spending Plan funds in the capital plan for Transit Stop Improvements.

APPROVED:

Board Secretary

2/22/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

Item Number:	NICE-D-24-001	Meeting Date:	2/22/2024
Item Title:	Dr. Ernest Rip Patton, Jr., North Nashville Transit Center - Art Curator & Historian Update		

BACKGROUND:

Over a year ago, the Agency contracted with Don Hardin Group to provide artistic oversight, historical context, and coordination of the four major art elements designed for the Dr. Ernest Rip Patton, Jr., North Nashville Transit Center. The concept of the North Nashville Transit Center is to serve as a place that reflects “The Voices of North Nashville: Past, Present, Future.”

The Don Hardin Group met with Stakeholders, coordinated with the design team, and researched historical figures and events that are important to and represent the North Nashville community. The historically accurate information ensures that the final content selection for each art element is traditionally precise and acceptable to Stakeholders and the North Nashville community.

CURRENT STATUS:

Kia Lewis, Senior Project Manager of Engineering & Construction, will introduce Tre' Hardin of Don Hardin Group (Curator) and Dr. Learotha Williams, Jr. (Historian), Professor at TSU, to provide an update at the meeting. The presentation will include art renderings and an overview of the historical context for the Dr. Ernest Rip Patton, Jr., North Nashville Transit Center.

APPROVED:



Senior Project Manager, Engineering & Construction

2/22/2024

Date