

Nashville MTA Board Meeting

Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

October 27, 2022 | 2:30 p.m.

Board Members:

Gail Carr Williams, Chair
Jessica Dauphin
Mary Griffin

Janet Miller, Vice Chair
Walter Searcy

1. **Call to Order**
2. **Roll Call**
3. **Approval of the September 22, 2022, 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-22-029** **P. 10**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-22-030** **P. 13**
 - Upcoming Procurement Projects List – Denise Richardson, Director of Procurement **M-I-22-031** **P. 18**
6. **Consent Agenda Items** – Pursuant to recent discussions, these action items are routine in nature, tend to be repetitive year over year, and are described in the written agenda materials. As such, they would be voted on as a group to permit more time for discussion of more unusual items. Any Board member can request that any item be removed from the Consent Agenda for further discussion, and the listed staff will be available for questions.
 - There are no items on the consent agenda this month.
7. **Operations & Finance Committee – Walter Searcy, Chair**
 - MTA Agency Safety Plan Update – Nick Oldham, Director of System Safety & Risk Management **OF-D-22-022** **P. 20**
 - Transit Asset Management Plan Update – Trey Walker, CDO **OF-D-22-023** **P. 21**
8. **New Initiatives & Community Engagement Committee – Janet Miller, Chair**
 - Grant Funding Primer – Felix Castrodad, Director of Planning & Grants **NICE-D-22-021** **P. 22**
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
September 22, 2022

- I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Music City Center, located at 201 Rep John Lewis Way S, Nashville, TN 37203 on Thursday, September 22, 2022.

- II. **Roll Call of Persons Present:** Gail Carr Williams, Chair; Janet Miller, Vice Chair; Walter Searcy, Member; Jessica Dauphin, Member; Margaret Behm, Board Secretary; Chief Executive Officer Stephen Bland; Chief Operating Officer, Andy Burke; Chief Development Officer, Trey Walker; Chief Financial Officer, Ed Oliphant; Director of Maintenance, Carl Rokos; Deputy Chief Operating Officer-Operations Systems, Dan Freudberg; Director of Planning & Grants, Felix Castrodad; Director of Marketing & Communications, Renuka Christoph; Director of Procurement, Denise Richardson; and Capital Grants, Administrator Billy Higgins

A quorum was established, and Chair Gail Carr Williams called the meeting to order at 2:35 p.m.

- III. **Approval of Minutes:** Board Secretary Margaret Behm proposed that the first sentence under the Pension Plan item on Pg. 2/Section E. be removed from the minutes. She said the first sentence didn't reflect what the Board's responsibilities and obligations were. Walter Searcy made a motion to approve the August 25th MTA Board minutes with the revisions stated above; the motion was seconded by Vice-Chair Janet Miller and unanimously approved by the Board.
- IV. **Public Comments:** Chair Gail Carr Williams opened the floor for public comments. The public was reminded that comments were limited to three minutes. The following members of the public had these comments:

Darius Knight

Mr. Knight's comments were as follows:

- Mr. Knight asked the management staff and supervisors to take the time to speak and appreciate staff and operators
- Mr. Knight asked if we could remove the Nabi buses from service, if possible.
- Mr. Knight asked the staff to do a better job of communicating with customers and responding promptly.

- V. **Informational Items:** The following items were presented for the board members' review. If any members had questions, they were asked to reach out to the staff for the specific item.

- Monthly Financial Report Compared to Budget
- Upcoming Procurement Projects List

- VI. **Consent Agenda Items:** The following items were presented for action:

- Resolution for FY2023 Annual Grant Applications

Walter Searcy made a motion to approve these items and the motion was seconded by Jessica Dauphin and unanimously approved by the Board without further discussion.

- VII. **Operations & Finance Committee Report:** Committee Chair Walter Searcy presented the following for discussion and action:

- a. **Monthly Operating Statistics (OF-D-22-021):** Chief Operating Officer Andy Burke provided the monthly operating statistics through July 2022.

Mr. Burke reported that, although the Monthly Operating Statistics are typically included in the Board packet as an informational item only, this month's report marked the start of a new fiscal year and a reformatting of the report based on past discussions with the Committee. He

directed Members' attention to the glossary behind the report for definitions of the new metrics.

In general, several of the prior reported items have been condensed to allow for the addition of new metrics that are more pertinent to current issues, such as the status of operations staffing and progress on increasing the number of sheltered bus stops. Other metrics have been modified to reflect standard industry practice to allow for better benchmarking.

KPI goals have been removed for the time being. Previously established goals must be modified to reflect the post-COVID operating environment, and newly created KPIs need new goals. Staff is working on establishing recommendations for new goals using a combination of past performance, current trends, benchmark performance at similar agencies, and industry standards (where available). We appreciate the Board's input into the process used to establish these goals.

System-wide, we are now 4/5ths of the way back to our pre-pandemic ridership levels. These ridership gains have led to corresponding increases in productivity on both fixed route and paratransit (Access) services in terms of passengers carried per vehicle revenue hour.

Most other measures have remained relatively steady year over year, with accidents and on-time performance being exceptions.

Regarding safety statistics, increases in traffic and construction in combination with a relatively large number of newer operators appear to be contributing to increasing collisions, but it should be noted that the overall numbers are relatively small and year-over-year changes can be affected significantly by a handful of incidents.

On-time performance declines due to a return to pre-covid traffic volumes are to be expected, but as noted in previous months' reports, our performance in this area is still a bit higher than long-term norms.

Andy Burke concluded by welcoming the input of the board members.

Jessica Dauphin thanked the staff for hearing their suggestions and for seeing those changes in the updated reports. Janet Miller emphasized the importance of establishing performance goals for each of the relevant metrics.

Ms. Dauphin asked about the decline in performance for miles between roadcalls for the Access fleet specifically, and inquired if it was related to the supply chain challenges we were having in obtaining new vehicles. Mr. Bland said that this was certainly a major contributing factor, as well over half of the Access fleet is now over its useful life. There was a general discussion on the arrival of the cut-away bus fleet. 3 are expected in October and the other 3 will be by the end of the year. Based on prior Board approvals, the agency has ordered an additional 65 buses, but CEO Bland said that we can expect delays as long as a year from now, or even more.

There were no additional questions or further discussions at this time.

- b. MTA Pension Plan Guaranty Agreement (M-A-22-032):** Chief Financial Officer Ed Oliphant presented this item for discussion and action.

At the August 2022 Board meeting, the Board had a very good discussion surrounding the attached proposed Agreement defining the role of the MTA as guarantor of the Disability and Retirement Plan of Davidson Transit Organization (DTO) and Local 1235 of the Amalgamated Transit Union (ATU). The Agreement emphasizes that the Board is not a fiduciary of the Plan or the Plan participants and has no oversight of the plan, but rather as the guarantor will receive periodic updates, no less than annually, as to the financial status of the plan, and any underlying unfunded liability should the plan be terminated. The proposed Agreement, put together by Margaret Behm and the pension attorneys, also explains the process when necessary to adopt any amendments to the Plan requiring the signature of the CEO of MTA.

The Operations & Finance Committee recommended that the Board approve the proposed Agreement between MTA, DTO, and the ATU and authorize the CEO to execute the MTA Pension Plan Guaranty Agreement and it was unanimously approved by the Board without further discussion.

- c. **Pension Plan Amendments (M-A-22-033)**: Chief Financial Officer Ed Oliphant presented this item for discussion and action.

Last month the MTA Board reviewed its role as guarantor of the Disability and Retirement Plan ("Plan") of Davidson Transit Organization (DTO) and Local 1235 of the Amalgamated Transit Union (ATU). The Plan is amended from time to time for various reasons. The Pension Agreement outlines that the amendments are to be presented to the MTA Board for approval so that it is aware of whether the amendments have a financial impact on the Plan and the Board can authorize the CEO to sign the amendments as the guarantor of the plan. The Pension Agreement was developed to ensure that the board is made aware of any amendments since MTA is the guarantor.

There were two amendments presented in this action item and both of which have no financial impact on the Plan and have been reviewed by Margaret Behm, MTA's attorney.

The first amendment is administrative in nature for the purpose of clarifying Article 14 of the Plan which deals with service crediting rules for rehired employees who wish to rejoin the pension plan.

The second amendment is needed to add a designated beneficiary form that the Plan can utilize in the absence of a surviving spouse should the deceased retiree be due any return of contribution.

The Operations & Finance Committee recommended that the Board approve both amendments to the Pension Plan summarized above and authorize the CEO to sign the amendments as the guarantor of the Plan. and it was unanimously approved by the Board without further discussion.

Ed Oliphant and Margaret Behm were available to answer any questions board members may have. There were no questions or further discussions at this time.

- d. **Amendment to Capital Improvement Plan and Construction Contract Award for the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center (M-A-22-034)**: CDO Trey Walker and Director of Procurement and Business Diversity Denise Richardson presented the following item for discussion and action.

Staff requested the Board approve the two related actions: First, the Staff requested the Board approve an amendment to the Authority's Capital Investment Plan, increasing funds allocated to ongoing projects by \$7,063,755 and reducing the amount projected for unobligated carryover balances by the same amount. This will not affect the budget or schedule for other capital improvement plan projects, as these funds are derived from previously completed projects that came in below budget and from unobligated balances. Second, the Staff requested the Board provide the Chief Executive Officer the authority to enter into a contract with ICF Builders Inc./Megen JV in the amount of \$10,887,142 and a project duration of 480 days. Staff also requests approval for a contingency sum of an additional \$1,635,000 which will be used solely at the Agency's discretion to address change orders that are determined to be in the best interest of completing the project, for a not-to-exceed total construction project budget of \$12,522,142. The construction project budget is funded with a combination of federal, state, and local funding sources. The net impact of these actions will be to reduce the carryover balance in the capital investment plan from \$47,658,087 entering FY2023 to \$38,649,893 and reduce the carryover balance at the end of the plan (FY2027) from \$47,524,467 to \$40,460,812. The approximate final estimated funding shares are as follows: Federal (Section 5307 Formula Funds, Surface Transportation Block Grant, and USDOT

HOPE Grant funds) – 47%; State (Improve Act Transit Capital Funding) – 31.8%; Metro Nashville Capital Spending Plan Funds – 21.2%.

The Operations & Finance Committee recommended that the Board approve the Amendment to Capital Improvement Plan and Construction Contract Award for the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center, and it was unanimously approved by the Board without further discussion.

VIII. New Initiative & Community Engagement Committee Report: Vice-Chair Janet presented the following item for discussion:

- a. **East Bank Vision Plan Overview (NICE-D-22-020):** Ms. Miller asked that Jessica Dauphin provide an overview of the East Bank Planning workshop hosted by the committee earlier in the week. Ms. Dauphin reported that she thought Metro Planning did an excellent job addressing community concerns of connectivity, neighborhood character, and mixed-uses in the plan. She said Metro Planning's overall vision was great, and the specific integration of transit into the plan prior to development should be commended by this agency.

Board Secretary Margaret Behm said overall she was impressed with the vision plan but had questions about how the various transportation and infrastructure improvements would be funded. As the city intends to lease public land now consumed by stadium parking for development, this represents a tremendous opportunity to generate long-term dedicated funding for public transportation. Member Mary Griffin said that transit is infrastructure just like water and roads, and not something that we go to Council with on an annual basis.

Chair Carr Williams said that she was glad that Metro Planning decided to engage with WeGo at the beginning of the East Bank vision planning stages. She said that there were discussions about social justice and equity, but she wanted to know what that meant, to whom and how we have those meaningful conversations and what that means to certain communities. We have to ask ourselves how do we be leaders and advocates with this East Bank project, and this has to be a hand-in-hand effort and everybody has to end. Lastly, she said that she and CEO Bland would work on a draft letter to submit to Metro Planning to say we support you, but here are some of our concerns and considerations that we need you to think about. She indicated that this letter would be circulated to all the Members, and we would ask you to consider signing it. (Note: A copy of the finished letter transmitted to Metro Planning is attached).

CEO Bland thanked Metro Planning Director Lucy Kempf and her staff for hosting and engaging us all. As we move from vision to plans to engineering documents and ultimately execution, WeGo will need to remain heavily engaged in detailed planning and design, particularly with respect to dedicated lanes for transit on the North South Boulevard, Stations along the Boulevard, and the proposed East Bank Mobility Hub. Further down the road, if there is consideration of an additional Cumberland River crossing that impacts the operation of our Nestor Bus Operations facility, we will need to address this displacement.

Vice-Chair Janet Miller said that Lucy Kempf is a gift to the city, and she's doing an extraordinary job with this. She said the East Bank Vision Plan is like having a blank piece of paper because there's a whole lot of surface parking over there and we can plan this like we want to plan in the future, and think about the important things like transit and dedicated funding. She loves that they are reaching out for the community's voice, but also shares in the concerns of how we pay for it.

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

1. With respect to the North Nashville project, CEO Bland thanked the board members for awarding the construction contract for this project to the joint venture of ICF Builders/Megen JV, two minority-owned firms. We are excited to work with this team, who have experience delivering high-quality projects. CEO Bland said that he was pleased and proud of the project and procurement staff for identifying and ultimately contracting with so many small and minority-owned businesses on this project. Overall, we are projecting disadvantaged business

participation in this project to exceed 43%. In addition to the minority-owned joint venture construction contractors, our public engagement consultant, construction administration team and art curation team are all minority-owned businesses. In addition to activities related to the award of this project, the design team has also been advancing necessary permits through Metro Codes, Metro Water, and NDOT. As long as we don't encounter unexpected delays in this process, we would expect to break ground in November.

2. CEO Bland thanked the members that were able to participate in the NICE Committee workshop on the East Bank this past Monday, and especially Lucy Kempf and her staff for their presentation and discussion. In addition to this meeting, he has joined Lucy at several presentations on the Vision Plan to discuss various aspects of the mobility strategy, including sessions with our Metropolitan Planning Organization, The Planning Commission, The Transportation Alliance, and the Chamber of Commerce.
3. Also related to Planning, we are collaborating with NDOT and Metro Planning on their review of development plans of several major development sites in Midtown on both sides of West End Avenue adjacent to the Beaman property. These sites would encompass several million square feet of mixed-use development, so we intend to get a safe, attractive, and functional station with good pedestrian connections into this very busy corridor.
4. As a reminder, the service changes you approved last month go into effect on October 2. There are no major changes on our fixed route system, but we are adding WeGo Link first mile/last mile connection zones in Hermitage, South Nashville, and Goodlettsville in addition to expanding the size of the Antioch zone.
5. Our ongoing challenges with the Nestor property continue, as we had a sewer collapse impact the operation of the facility this past month. Thanks to quick cooperation among our Facilities, Operations, and Procurement teams, we did deploy emergency procurement procedures to implement a temporary solution, and to stabilize the soil around the subsidence in our bus parking area. Our project team is working with our engineers and Metro Water on developing a more permanent solution.
6. Operations, Human Resources, and Training continue to step up to add to our Operator workforce. They will be providing a more detailed update on efforts at a future meeting, but earlier this week we graduated another class of 4 operators and will have over 20 entering training in the next month.
7. CEO Bland said that he recently had the opportunity to present at the Annual Conference of Tennessee Engineers in Franklin. The event has not been held since the pandemic, and it's a good opportunity to discuss the happenings in public transit with this very important group.
8. CEO Bland said earlier this month, we had the opportunity to meet with staff from the Mayor's Office, Metro Finance, and Metro Planning to review our proposals for Capital Spending Plan projects for the upcoming year. In total, we have requested approximately \$37.8 million for grant matches, replacement vehicles, expansion buses for additional Better Bus service, additional stop and shelter improvements, and transit centers.
9. Finally, on the MTA side, we resumed our Annual Bus Rodeo on August 27 with a great day and excellent participation. The results are as follows, but said that everyone who was there was a winner.

For 40-Foot Bus:

1st Place Adrell Stringer
2nd Place Eric Liggett
3rd Place Mark Johnson

WeGo Access Van:

1st Place Scott Wallace
2nd Place Wanita Whitmore
3rd Place Jerome Horton

Bus Maintenance:

1st Place Troy Willis
2nd Place Pedro Ochoa

Access Van Maintenance:

1st Place Chris Brown
2nd Place Francis Winston

He reported that our winners would go on to compete in statewide competition at the Tennessee Public Transportation Association Roadeo in Franklin in October.

10. On the RTA side:

- a. Unfortunately, last night, the WeGo Star struck a pedestrian who had walked into the right of way. Railroad personnel are cooperating in the investigation.
- b. We are currently conducting consultant interviews for the Star Future Vision Study. We have narrowed down 7 proposals to 5 firms that we are interviewing and expect to finish interviews and complete the evaluation in the next 2–3 weeks.
- c. Last month, CEO Bland reported that we received an unsolicited proposal for a joint development at the Donelson Station Property. The period for firms to offer competing proposals closed earlier this week, so the RTA Board will be considering a recommendation to enter exclusive negotiations with the developer at their October meeting.
- d. Of potential interest to Mary, with the October service changes, commuter express service will be reinstated at the Bellevue Park-and-Ride Lot, but it will be via the RTA's Dickson Express bus.

CEO Bland availed himself of questions and there were none at this time.

X. Chair's Report: Chair Carr Williams provided the following report:

Chair Carr Williams said that this was a milestone meeting in terms of awarding construction contracts for the Dr. Ernest Rip Patton Junior North Nashville Transit Center, and that this facility will be a beacon for the North Nashville community for years to come.

XI. Other Business:

There was no other business to conduct at this time.

XII. Adjournment: With no further business, Chair Carr Williams called for a motion to adjourn the meeting, a proper motion was made and seconded and the meeting was adjourned at 3:48 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Secretary



A Service of Nashville MTA

430 Myatt Drive
Nashville, TN 37115
WeGoTransit.com
615-862-5969

John Cooper
Mayor

Gail Carr Williams
Chair

Janet Miller
Vice Chair

Walter Searcy, III
Member

Mary Griffin
Member

Jessica Dauphin
Member

Stephen G. Bland
Chief Executive Officer

Edward W. Oliphant
Chief Financial Officer

Andy Burke
Chief Operating Officer

Vacant
Chief Administrative Officer

Trey Walker
Chief Development Officer

October 4, 2022

Ms. Lucy Kempf, Executive Director
Metropolitan Nashville Planning Department
700 2nd Avenue South
Nashville, TN 37210

RE: Comments on East Bank Vision Plan

Dear Ms. Kempf:

We would like to thank you, Bob Murphy and Ben York for participating in the New Initiatives and Community Engagement Committee of the MTA Board of Directors on September 19. It is clear from the quality of the presentation, and the plan document itself that you and your staff have undertaken world class work in advancing a future vision for this area of Nashville. We are also appreciative of your efforts to engage our staff early to help evolve some of the design aspects relative to transit and mobility. As you stated quite clearly in your presentation, too often in the past transit has been an afterthought in development, and we end up having to shoehorn suboptimal solutions into our key corridors and neighborhoods after development has taken place. We hope this is a sign of things to come!

Following up on the excellent dialogue we had with you and your staff on September 19, we would offer the following observations:

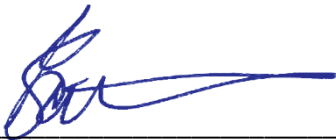
1. We agree that including dedicated lanes for transit in the identification of necessary right of way would be a game-changer for Nashville, and we fully support this element and commend you for its inclusion. We know that our staff have been looking at current and future service patterns to determine how we could best utilize this asset to the advantage of all Nashvillians when these facilities come on-line, including directing regional service from outlying counties onto this facility.
2. We agree that an East Bank Transit Center (or "mobility hub") located at the intersection of the proposed Boulevard and James Robertson Parkway could be very beneficial to transit riders if the final project includes assuring that the Boulevard and James Robertson Parkway are at grade to ease connections. Our current strategic service plan, nMotion identifies the creation of several neighborhood and regional transit centers throughout our service

network to simultaneously relieve pressure on a very overloaded WeGo Central, to allow for more convenient and reliable connections to our customers, and to support system resilience so that we are not overly dependent on any one facility.

3. We ask you to engage MTA very early in plans to develop the site of the proposed East Bank Hub. MTA must have design control over the transit elements of such a hub to assure that it will be functional from an operations standpoint. Frankly, we have seen too many examples in the history of our city where well-meaning developers have constructed “transit improvements” that proved difficult to serve and not particularly beneficial to transit riders.
4. We would ask to be continually engaged in any long-term plans or discussions for an additional Cumberland River crossing south of the downtown core. One such alignment could bisect our primary bus operating facility at 130 Nestor Street. As this facility is already over capacity, such an alignment would likely require the development of a new bus operations facility in relatively close proximity to the downtown core. Based on similar projects elsewhere in the country, the cost for such a project could exceed \$200 million, depending on land cost and availability.
5. In your presentation, you accurately conveyed that the East Bank improvements for transit and mobility are not “stand-alone,” but must work in concert with other projects and service enhancements already included in the Metro Nashville Transportation Plan, including (but not limited to) high-capacity transit on Murfreesboro Pike, an additional transit hub South of Broadway, and a north-south transit priority corridor through Downtown Nashville on the west side of the river. Combined with the envisioned, East Bank improvements, these could form a very powerful foundation for building out a first-rate transit system in the future.
6. There was significant discussion over funding and financing. As you know, Nashville is one of a very few large cities that lacks a dedicated funding source for public transit. First, while it is reasonable to project that many of the improvements will be attractive projects for Federal discretionary funding under the recently passed Infrastructure Investment and Jobs Act (IIJA), all these sources will require considerable local match in addition to the normal annual local funding MTA currently receives from Metro.
7. Additionally, a primary benefit of the East Bank development for residents of neighborhoods outside the East Bank is the improved potential transit reliability and convenience that could be accomplished with the planned transit facility improvements. However, reliability and convenience can only be achieved for the residents of Nashville on those facilities through the service that we are able to put on those facilities. As the stated intention of developing the Metro-owned properties on the East Bank is to generate a stream of payments that will benefit a wide array of activities that will benefit all Nashvillians for years to come, we encourage the City to consider applying a portion of these funds to the MTA to support additional service expansion in the coming years.

Once again, thank you for your time, attention, and professionalism. As members of the Board of Directors of the Metropolitan Transit Authority of Nashville and Davidson County, we are committed to working with the Planning Commission and other Metro-related entities to improve the lives of all our citizens.

Sincerely,



Gail Carr-Williams, Chair



Janet Miller, Vice Chair



Walter Searcy, Member



Mary Griffin, Member



Jessica Dauphin, Member

cc: Margaret Behm, Secretary and General Counsel
Stephen Bland, Chief Executive Officer

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☒ Information Item ☐ Committee Discussion Item ☐ Committee Action Item ☐ Board Discussion Item

Item Number:	M-I-22-029	Meeting Date:	10/27/2022
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a statement of operations for the month of August 2022 compared to the budget and a balance sheet as of August 31, 2022.

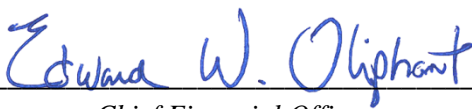
Being the second month of the new fiscal year, there are no real trends to highlight. We did see an increase in passenger fares in August compared to the budget which was offset by shortfalls in WeGo Access, Contract Revenue, and Other non-transportation revenues. As was discussed last month, we are expecting shortfalls in Contract and Other Revenues each month and for the year due to over-budgeting for our fare collection revenue sharing by \$4,167 per month and our rent revenues with Metropolis not being fully recovered until later in the Fall as businesses continue to return to in office work schedules.

As of August 31, 2022, RTA owed Nashville MTA approximately \$280,000 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 \$36,000 for fares collected as well as WeGo Ride revenue sharing due.

CURRENT STATUS:

CFO Ed Oliphant will be available to answer questions at the meeting.

APPROVED:



Chief Financial Officer

October 21, 2022

Date

Metropolitan Transit Authority
Statement of Operations Compared to Budget
For the Period Ending August 31, 2022
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	\$592,921	\$502,140	\$90,781	F	\$857,641	\$1,111,369	\$1,019,375	\$91,994	F	\$6,358,780
WeGo Access	47,358	52,910	(5,552)	U	96,159	93,904	104,650	(10,746)	U	708,490
Contract Revenues	248,700	252,862	(4,162)	U	347,346	475,942	484,270	(8,328)	U	2,877,040
Advertising	55,755	45,800	9,955	F	98,128	112,003	81,820	30,183	F	552,280
Other Non-Trans Revenue	72,629	110,585	(37,956)	U	148,913	120,980	220,280	(99,300)	U	1,362,200
Total Operating Revenue	1,017,363	964,297	53,066	F	1,548,187	1,914,198	1,910,395	3,803	F	11,858,790
Federal/State/Local Income:										
Local Assistance	7,000,000	7,000,000	0	F	13,000,000	14,000,000	14,000,000	0	F	61,610,900
State Assistance	0	0	0	F	0	0	0	0	F	5,170,200
Federal Assistance - CARES Act	0	0	0	F	0	0	0	0	F	4,071,610
Total Assistance Income	7,000,000	7,000,000	0	F	13,000,000	14,000,000	14,000,000	0	F	70,852,710
Capital Revenue:										
American Rescue Operating Reimbursement	0	0	0	F	0	0	0	0	F	24,427,585
Capital Operating Reimbursement	0	0	0	F	0	0	0	0	F	0
Capital ADA Reimbursement	0	0	0	F	0	0	0	0	F	0
Total Capital Income	0	0	0	F	0	0	0	0	F	24,427,585
Total Revenue	\$8,017,363	\$7,964,297	\$53,066	F	\$14,548,187	\$15,914,198	\$15,910,395	\$3,803	F	\$107,139,085
Expenses from Operations:										
Labor and Fringes	\$6,344,076	\$6,531,850	\$187,774	F	\$10,942,322	\$12,351,106	\$12,565,245	\$214,139	F	\$76,612,120
Services	989,790	1,073,323	83,533	F	1,357,828	1,868,045	2,022,417	154,372	F	11,969,110
Fuel	679,475	672,160	(7,315)	U	472,253	1,217,920	1,256,835	38,915	F	7,424,390
Parts, Materials and Supplies	711,770	588,715	(123,055)	U	837,339	1,117,592	1,105,910	(11,682)	U	6,539,610
Utilities	105,602	133,240	27,638	F	183,998	210,706	249,110	38,404	F	1,471,460
Casualty and Liability	213,651	222,550	8,899	F	371,091	430,468	436,070	5,602	F	2,457,720
Other	26,883	56,185	29,302	F	110,425	52,662	111,075	58,413	F	664,675
Total Operating Expenses	9,071,247	9,278,023	206,776	F	14,275,256	17,248,499	17,746,662	498,163	F	107,139,085
Operating Surplus / (Deficit)	(\$1,053,884)	(\$1,313,726)	\$259,842	F	\$272,931	(\$1,334,301)	(\$1,836,267)	\$501,966	F	\$0
Capital Grant Revenue	183,208		183,208	F	276,479	252,499		252,499	F	
Capital Grant Revenue - CARES Act	0		0	F	0	0		0	F	
Rental income - MCC Amortization	49,167		49,167	F	98,334	98,334		98,334	F	
Depreciation	(1,932,445)		(1,932,445)	U	(3,959,827)	(3,889,688)		(3,889,688)	U	0
Surplus / (Deficit)	(\$2,753,954)	(\$1,313,726)	(\$1,440,228)	U	(\$3,312,083)	(\$4,873,156)	(\$1,836,267)	(\$3,036,889)	U	\$0

Metropolitan Transit Authority

Comparative Balance Sheets

	Month Ended August 31, 2022 (unaudited)	Month Ended June 30, 2022 (unaudited)
CURRENT ASSETS		
Cash and cash equivalents	\$5,665,661	\$3,780,301
Receivables from federal, state and local government	53,461	1,483,679
Accounts receivable	945,702	1,513,979
Materials and supplies	3,238,900	3,288,783
Prepaid expense and other	1,512,623	1,780,602
Pension & OPEB Deferred Outflow	29,001,549	29,001,549
Total Current Assets	40,417,896	40,848,893
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Building, shelter and benches	118,892,706	118,892,706
Revenue equipment and parts	187,084,231	187,050,821
Office furniture and equipment	6,377,272	6,377,272
Other	5,996,883	5,654,722
	333,084,117	332,708,546
Less: Accumulated Depreciation	(184,701,746)	(180,797,022)
Total Property and equipment, net	148,382,371	151,911,524
OTHER ASSETS		
Cash and investments for self-insurance and other	731,610	731,607
TOTAL ASSETS	\$189,531,877	\$193,492,024
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$2,190,358	\$3,081,908
Accrued expenses	8,773,716	7,733,165
Deferred revenue	118,721	99,427
Note Payable	0	0
Total Current Liabilities	11,082,795	10,914,500
NON-CURRENT LIABILITIES		
Deferred Revenue	6,099,111	6,197,445
Net Pension Liability	16,130,285	16,130,285
Pension & OPEB Deferred Inflows	3,132,430	3,132,430
Net other postemployment benefits obligations	103,168,732	103,168,732
NET ASSETS		
Invested in capital assets	142,283,260	145,714,079
Reserve for capital purchases	0	0
Unrestricted	(87,873,190)	(77,274,280)
Current Year Surplus / (deficit)	(4,873,156)	(14,491,167)
Total Net Assets	49,536,914	53,948,632
TOTAL LIABILITIES AND NET ASSETS	\$189,531,877	\$193,492,024

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$770,656 81.5%	\$92,829 9.8%	\$53,713 5.7%	\$28,504 3.0%	\$945,702 100.0%
Accounts Payable	\$1,489,257 68.0%	\$529,879 24.2%	\$146,821 6.7%	\$24,401 1.1%	\$2,190,358 100.0%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☒ Information Item ☐ Committee Discussion Item ☐ Committee Action Item ☐ Board Discussion Item

Item Number:	M-I-22-030	Meeting Date:	10/27/2022
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through August 2022.

This month saw the return of students to Metro Nashville schools as well as multiple special events including the Music City Grand Prix and two Titans preseason home games. There is always a seasonal increase in ridership (and a corresponding decrease in on-time performance) in response to the school calendar and other events, but the differences this year were especially pronounced, with ridership increasing 18% month over month and on-time performance decreasing nearly 3%. Fortunately, we continue to perform strongly in other measures of service reliability such as missed trips and road calls. There was an increase in collisions compared to this time last year. However, collisions were down in July, so we consider this to be due to inherent variability when dealing with a small number of incidents.

Though we are making progress on driver recruitment and retention, the availability of both operators and maintenance employees remains a key issue facing our agency (and nearly every other agency in North America). Although we have largely avoided missing service as a result of this issue, we have been utilizing our 3rd party paratransit contractors much more heavily as Access customers continue to return. This itself is not so much a budget issue (the service would have been provided in either case), but we do want to be mindful of stretching the available capacity of our providers, as this can lead to service reliability issues such as on-time performance. Fortunately, there are no indications this is currently occurring, but it is something that is being monitored closely.

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

October 21, 2022

Date

Operations Dashboard Report

	August-2022	August-2021	Pct. Change
Ridership			
Bus Ridership	685,631	477,824	43.5%
Access Ridership	31,852	25,579	24.5%
Total Ridership	717,483	503,403	42.5%
Percentage of Pre-Pandemic Ridership	79.0%	55.4%	23.6%
Productivity & Efficiency			
Bus Passengers per Revenue Hour	15.75	12.82	22.9%
Access Passengers per Revenue Hour	1.78	1.71	4.1%
Cost Per Scheduled Revenue Hour	\$155.25	\$135.70	14.4%
Safety			
Total Collisions per 100,000 miles	5.4	3.9	38.2%
Preventable Collisions per 100,000 miles	2.6	1.5	79.5%
Service Quality			
Bus Trip Completion	99.85%	99.95%	-0.10%
Bus On-Time Performance	85.3%	88.6%	-3.3%
Access On-Time Performance	92.2%	93.8%	-1.6%
Maintenance			
Bus Miles Between Road Calls	6,419	5,032	27.6%
Access Miles Between Road Calls	16,299	16,310	-0.1%
Customer Care			
Bus Passengers per Complaint	3,706	3,792	-2.3%
Access Passengers per Complaint	393	365	7.6%
Percent of Calls Answered	93.2%	95.6%	-2.3%
Staffing			
% of Operator Positions Filled	93.0%	95.3%	-2.3%
% of Maintenance Positions Filled	78.7%	86.6%	-7.9%
Customer Amenities			
% of Stops with Shelters (including Central)	16.6%	16.0%	0.6%
% of Boardings at Covered Stops (including Central)	71.4%	72.3%	-0.9%

Operations Dashboard Report

	FY2023 August-2022	FY2022 August-2021	Pct. Change
Ridership			
Bus Ridership	1,264,774	908,014	39.3%
Access Ridership	58,925	50,089	17.6%
Total Ridership	1,323,699	958,103	38.2%
Percentage of Pre-Pandemic Ridership	79.5%	57.6%	38.2%
Productivity & Efficiency			
Bus Passengers per Revenue Hour	14.87	12.28	21.1%
Access Passengers per Revenue Hour	1.75	1.66	5.4%
Cost Per Scheduled Revenue Hour	\$152.49	\$136.89	11.4%
Safety			
Total Collisions per 100,000 miles	7.1	7.0	1.4%
Preventable Collisions per 100,000 miles	1.9	1.7	11.9%
Service Quality			
Bus Trip Completion	99.87%	99.93%	-0.06%
Bus On-Time Performance	86.6%	89.2%	-2.6%
Access On-Time Performance	92.8%	94.2%	-1.3%
Maintenance			
Bus Miles Between Road Calls	5,374	4,752	13.1%
Access Miles Between Road Calls	15,530	19,156	-18.9%
Customer Care			
Bus Passengers per Complaint	4,174	3,799	9.9%
Access Passengers per Complaint	430	436	-1.3%
Percent of Calls Answered	93.2%	95.4%	-2.2%
Staffing			
% of Operator Positions Filled	92.4%	95.3%	-2.9%
% of Maintenance Positions Filled	78.7%	86.9%	-8.2%
Customer Amenities			
% of Stops with Shelters (including Central)	16.6%	16.0%	0.6%
% of Boardings at Covered Stops (including Central)	71.4%	72.3%	-0.9%

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 paratransit boardings on WeGo vans divided by total scheduled paratransit 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
Shelters	
% 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: 10/27/2022

Item #: M-I-22-031

Project Name: RFP Escalator Modernization and Vertical Transportation Maintenance

- Brief Description: The project seeks a contractor to provide escalator modernization and ongoing maintenance, repair, and related services for full-service elevators, escalators, and chair/platform lifts.
- Anticipated Publish Date: October 2022
- Estimated Project Value: \$1.73 million for escalator modernization and \$120,000 - \$170,000 for five years of ongoing maintenance for all vertical transportation at WeGo facilities

Project Name: ITB – Armored Car Services

- Brief Description: Armored Car Services to pick up mobile cash vaults from 430 Myatt and 130 Nestor locations and deliver them securely to MTA's banking institution's cash management location.
- Anticipated Publish Date: October 2022
- Estimated Total Project Value: 750,000 – 800,000

Project Name: Installation of Condensing Unit – Myatt

- Brief Description: This project is for the installation and commissioning of a new 50-ton condensing unit that has been purchased under a separate cover for 430 Myatt Drive.
- Anticipated Publish Date: October 2022
- Estimated Project Value: \$155,000

Project Name: Buchanan Transit Stop Construction

- Brief Description: This project will construct four shared cycle track transit platforms on Buchanan Street and a new pedestrian crosswalk at 16th Ave. N. Each of the four shared cycle track transit platforms includes curb changes to accommodate the bicycle lane ramping up to the same elevation as the sidewalk.
- Anticipated Publish Date: September 2022
- Estimated Total Project Value: \$373,000

Project Name: Call for Artist (Videographer/Photographer) Small Purchase via Quote

- Brief Description: Seeking artist to design and compose images into video graphics for internal display within the North Nashville Transit Center that depicts present iconic members and influential events in the North Nashville community.
- Anticipated Publish Date: December 2022
- Estimated Project Value: \$150,000

Project Name: Call for Artist (Mural) Small Purchase via Quote

- Brief Description: Seeking an artist to paint a mural at the North Nashville Transit Center that depicts the cultural fabric of the North Nashville community from a futuristic lens of hope, inclusion, and advancement.
- Anticipated Publish Date: December 2022
- Estimated Project Value: \$150,000

Project Name: Strategic Fuel Sourcing

- Brief Description: Long-term agreement for the fleet supply and delivery
- Anticipated Publish Date: December 2022
- Estimated Project Value: \$3,000,000 - \$4,000,000

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:

Denise Richardson

Director of Procurement & Business Diversity

October 21, 2022

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ Information Item ☐ Committee Discussion Item ☐ Committee Action Item ☒ Board Discussion Item

Item Number:	OF-D-22-022	Meeting Date:	10/27/2022
Item Title:	MTA Agency Safety Plan Update		

BACKGROUND:

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop plans that include the processes and procedures to implement Safety Management Systems. The plan must include safety performance targets that will be voluntarily shared with the Metropolitan Planning Organization (MPO) and the Tennessee Department of Transportation. The PTASP rule became effective on July 19, 2019. Consequently, FTA published a Dear Colleague letter on the same day to alert the transit industry of the July 20, 2020, safety compliance deadline. FTA published a Notice of Enforcement Discretion on April 22, 2020, effectively extending the PTASP compliance deadline to December 31, 2020, due to the global Coronavirus pandemic. MTA published its initial version of the Agency Safety Plan on September 14, 2020.

The new Bipartisan Infrastructure Law amends FTA's safety program at 49 U.S.C. § 5329(d) by adding to the Public Transportation Agency Safety Plan (PTASP) requirements. Under this new law, transit agencies that receive Section 5307 funds and serve an urbanized area with a population of 200,000 or more are required to establish a joint labor-management Safety Committee, a risk reduction program, new safety training requirements, and strategies to minimize exposure to infectious diseases consistent with the Centers for Disease Control and Prevention guidelines or a State health authority.

MTA will continue to move forward with the implementation of its Safety Management System by following the guidelines set forth in our Agency Safety Plan as we update the plan with the new requirements. The Agency Safety Plan sets a framework to support and complement the existing approach to public transportation safety, identifies deficiencies, and promotes improvements in transit safety performance. This plan sets a proactive approach to safety risk management that is outcome-focused and emphasizes an overall improved safety culture.

CURRENT STATUS:

A brief high-level overview of the expected updates to our Agency Safety Plan will be provided by Nick Oldham, Director of System Safety & Risk Management, and copies of the PTASP will be made available to Members.

APPROVED:



Director of System Safety & Risk Management

October 21, 2022

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ Information Item ☐ Committee Discussion Item ☐ Committee Action Item ☒ Board Discussion Item

Item Number:	OF-D-22-023	Meeting Date:	10/27/2022
Item Title:	Transit Asset Management Plan Update		

BACKGROUND:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) required the Federal Transit Administration (FTA) to develop a rule to establish a strategic and systematic process of operating, maintaining, and improving public transportation assets effectively through their life cycle. In July 2016, the FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards. WeGo followed this guidance and certified the agency's first Transit Asset Management plan in October of 2018. The agency TAM Plan is required to be updated every four years; corresponding to a plan update in October 2022.

A TAM Plan is a strategic and systematic planning tool to manage transit capital assets based on careful planning and improved decision-making. It uses transit asset conditions to guide how to manage capital assets and prioritize funding to improve or maintain the overall transit fleet and facilities to a target level of State of Good Repair (SGR) defined as "the condition in which an asset is able to operate at a full level of performance."

WeGo staff has been working with a team of consultants from CDM Smith on asset condition assessments and the TAM Plan update for the agency. The plan update process spanned several months, and the final document incorporates the following elements:

- Inventory of capital assets
- Condition assessment of the assets
- TAM & SGR Policy
- Decision Support Tool
- Investment Prioritization & Implementation Strategy
- List of Key Activities & Resources
- Evaluation & Monitoring Plan

CURRENT STATUS:

The Transit Asset Management Plan for WeGo was completed and certified by the Accountable Executive (CEO) in time to meet the October federal deadline. Staff will make a brief presentation about the TAM Plan process and the development of performance targets at the meeting. The complete current plan is accessible to the Board and the general public on the agency's website at <https://www.wegotransit.com/publications/>.

APPROVED:



Chief Development Officer

October 21, 2022

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ Information Item ☐ Committee Discussion Item ☐ Committee Action Item ☒ Board Discussion

Item Number:	NICE-D-22-021	Meeting Date:	10/27/2022
Item Title:	Grant Funding Strategy Primer		

BACKGROUND:

In addition to fares and other operating income, WeGo Public Transit relies on grants and other funding agreements from Federal, State and Local Governments to sustain ongoing operations and to undertake various capital projects. On an annual basis, staff reviews these sources as part of the annual operating budget development and approval process, and the annual capital improvement plan development and approval process. Historically, we have been funded by literally dozens of different grant programs from multiple agencies. Some sources are repetitive and reliable, others are more competitive and “fleeting.” Some sources have fairly general use conditions, and some are highly restrictive, for very specific purposes.

At the State level, passage of the IMPROVE Act in 2017 opened up a new source of competitive capital funding that we have taken advantage of to advance several critical projects, including the Dr. Ernest Rip Patton Jr. North Nashville Transit Center. Similarly, the recently passed Infrastructure Investment and Jobs Act (IIJA) at the Federal level simultaneously added billions of dollars to our existing funding programs and created a multitude of new grant categories that we might consider for specific initiatives.

The programs and processes necessary to access these funds can be quite complex, and the conditions associated with their use can be quite burdensome, so it is essential that transit agencies act very strategically and with intent – based on carefully developed strategic plans like our nMotion Strategic Service Plan and our capital improvement plans – as they seek out these opportunities.

Several MTA Members have expressed an interest in learning a bit more about the strategy and processes associated with our grant funding.

CURRENT STATUS:

Director of Planning and Grants Felix Castrodad will lead a discussion (with likely participation from Capital Grants Administrator Billie Higgins, Chief Development Officer Trey Walker, and Chief Executive Officer Steve Bland) of the factors and strategies associated with the various funding sources, how we go about lining up funding for various projects, and how we go about deciding whether or not a particular competitive grant opportunity is worth pursuing or not.

APPROVED:



Chief Development Officer

October 21, 2022

Date