

Nashville MTA Board Meeting

Music City Center

201 Rep. John Lewis Way S.
Room 202 A-C
Nashville, TN 37203

June 24, 2021 | 2:30 p.m.

Board Members:

Gail Carr Williams, Chair
Walter Searcy
Mary Griffin

Janet Miller, Vice Chair
Jessica Dauphin

Note to Members: This month's agenda is lengthy, but most of the action items in the Operations and Finance Committee are routine and occur annually. For Operations and Finance Committee items, staff will identify any exceptions or anomalies relative to prior similar actions or reports, and Members are encouraged to ask questions, but staff will not do a verbal summary of each item with the exception of the Annual Maintenance Audit, for which there will be a presentation. All pertinent information is contained in the written agenda item for your review. New Initiatives & Community Engagement Items will be presented as usual.

1. **Call to Order**
2. **Roll Call**
3. **Approval of the May 20, 2021 MTA Board Minutes**
4. **Public Comments**

5. **Operations & Finance Committee – Walter Searcy, Chair**

- | | | |
|---|--------------------|---------------|
| – Monthly Financial Report Compared to Budget – Shelly McElhaney, Controller | OF-D-21-016 | Pg. 8 |
| – WeGo Liability Insurance Renewal – Shelly McElhaney, Controller | M-A-21-011 | Pg. 11 |
| – MTA/RTA Contract Renewal for State EasyRide Services – Shelly McElhaney, Controller | M-A-21-012 | Pg. 12 |
| – MTA/RTA EasyRide Program Revenue Sharing Agreement – Shelly McElhaney, Controller | M-A-21-013 | Pg. 13 |
| – MTA/RTA Management Contract Renewal – Shelly McElhaney, Controller | M-A-21-014 | Pg. 15 |
| – Contract Renewal for RTA Regional Transit Services – Shelly McElhaney, Controller | M-A-21-015 | Pg. 16 |
| – State EasyRide Contract Renewal – Shelly McElhaney, Controller | M-A-21-016 | Pg. 17 |
| – StrIDe Memorandum of Understanding – Shelly McElhaney, Controller | M-A-21-017 | Pg. 18 |
| – MTA Monthly Operating Statistics – Andy Burke, COO | OF-D-21-017 | Pg. 19 |
| – Annual Maintenance Audit – Andy Burke, COO (Presentation) | OF-D-21-018 | Pg. 24 |
| – Upcoming Procurement Projects List | | Pg. 25 |

6. New Initiatives & Community Engagement Committee – Janet Miller, Chair

- | | | |
|---|-------------------|---------------|
| – Nestor Modernization Study Task Order – Trey Walker, CDO | M-A-21-018 | Pg. 27 |
| – FY2022 Proposed Operating Budget – Shelly McElhaney, Controller | M-A-21-019 | Pg. 29 |
| – Adoption of the FY2022-2026 Capital Investment Plan – Felix Castrodad,
Director of Planning & Grants | M-A-21-020 | Pg. 36 |

7. CEO’s Report – Stephen G. Bland, CEO

8. Chair’s Report – Gail Carr Williams, Chair

9. Other Business

- | | | |
|--|-------------------|---------------|
| – Annual Review of Board Ethics and Conflict of Interest – Margaret Behm,
Board Secretary & General Counsel | | Pg. 54 |
| – Election of Nashville MTA Board Officers – Margaret Behm, Board
Secretary & General Counsel | M-A-21-021 | Pg. 55 |

10. Adjournment

NASHVILLE METROPOLITAN TRANSIT AUTHORITY
Board of Directors Meeting

May 20, 2021

- 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, May 20, 2021.
- II. **Roll Call of Persons Present:** Janet Miller, Vice Chair; Mary Griffin, Member; Jessica Dauphin, Member; Secretary Margaret Behm; Chief Executive Officer Stephen G. Bland, Chief Financial Officer Ed Oliphant, Chief Operating Officer Andy Burke, Chief Development Officer Trey Walker, Director of Planning & Grants Felix Castrodad, Director of Procurement and Business Diversity Amber Gooding, Director of Marketing & Communications Renuka Christoph, Procurement Projects Administrator Denise Richardson, Access Manager Marilyn Yokley, and Sr. Executive Assistant & Board Liaison Monica Howse.

A quorum was established, and Vice-Chair Janet Miller called the meeting to order at 2:30 p.m.

Vice-Chair Janet Miller acknowledged and welcomed MTA's newest board member, Ms. Jessica Dauphin to the Nashville Metropolitan Transit Authority Board. She also expressed appreciation, on behalf of the board and WeGo staff to Ms. Hannah Paramore-Breen for her years of service as a board member, and all that she contributed during her tenure.

Approval of Minutes: Mary Griffin made a motion to approve the April 22, 2021 minutes. The motion was seconded by Jessica Dauphin and unanimously approved by the board.

Public Comments: Vice-Chair Janet Miller opened the floor for public comments. The public was reminded that comments were limited to three minutes.

John Bull

Mr. John Bull's public comments were as follows:

- Mr. Bull said the operators and staff have been doing a great job during this pandemic.
- Mr. Bull said that he noticed that the ridership on bus # 7-outbound has picked up.
- Mr. Bull said the sooner we can get more funding, it will help and assist with the economic recovery.
- Mr. Bull said the bus stop at Welshwood is fully operational now and looks really good.
- Mr. Bull said the North Nashville Transit Center event is happening this coming weekend and he plans to attend it.
- Mr. Bull said that he was excited about the "WeGo Link Mobility On Demand" pilot and he recently signed up to be a beta tester and is looking forward to seeing how it will work.
- Mr. Bull suggested administering COVID shots in the waiting rooms and maybe people can sign up for QuickTicket and bus passes all at the same time.

Darius Knight

Mr. Darius Knight's public comments were as follows:

- Mr. Knight said as we open back up that we remember that the pandemic is still in effect and asked that we keep the mask mandate in effect.

- Mr. Knight said that he hopes that when we order new buses that we would consider ordering a darker floor color so that it won't show up the dirt as much.
- Mr. Knight said there are racial issues that are happening on the buses and he doesn't want us to get media attention from it. He encouraged staff to address these issues.
- Mr. Knight asked that we consider not implementing the QuickTicket and fall service changes at the same time; he said we don't want to confuse our customers and advocates.
- Mr. Knight gave special thanks to Cynthia Whitehead and Carolyn Riggs-Farr for their timely response in addressing his concerns, particularly regarding the Dickerson Road bus stop.
- Mr. Knight asked the Maintenance Department if they could look into the brake issues with some of the 2020 Gillig buses. He said that they are jerking when they first take-off and when they brake again, and this could potentially lead to a customer falling. He also said that it could be that operators need more training on how to operate the buses.

Adam Nicholson

Mr. Adam Nicholson's comments were as follows:

- Mr. Nicholson, Volunteer Board Chairman for Transit Now Nashville, said that he was still trying to digest Metro's budget and he's still trying to figure out what the best advocacy should be. He said that he was advocating for the Better Bus Phase I and hopes that the Better Bus Phase I can be funded by Metro. Mr. Nicholson concluded his remarks by saying that he celebrates the successes that WeGo has had.

III. Operations & Finance Committee Report: Vice-Chair Miller introduced the following items for discussion and action:

- Monthly Financial Report Compared to Budget (OF-D-21-013):** Chief Financial Officer Ed Oliphant reported and reflected on the statement of operations for the month of February 2021 compared to the budget and balance sheet as of February 28, 2021. CFO Oliphant availed himself for questions and there was no further discussion at this time.
- Monthly Operating Statistics (OF-D-21-014):** Chief Operating Officer Andy Burke reported and reflected on the monthly operating statistics report through March 31, 2021. Vice-Chair Miller said that she would like to see what the ridership was in comparison to last month's ridership. COO Andy Burke said that we could incorporate a report to show those numbers in future reports.
- Quarterly Route Performance (OF-D-21-015):** Director of Planning & Grants Felix Castrodad reported and reflected on the monthly operating statistics report through March 31, 2021.

Ms. Mary Griffin said that she would like to be a part of the transportation discussions, particularly as it relates to the transportation for the students at the Hillwood High School. She said that the ground breaking for the new school has begun and we possibly have two years before completion, but wants to be ahead of the game on our transportation plan for that area.

Vice-Chair Miller asked if the most important measure that we look at is passengers per hour. Felix Castrodad said that we keep a close look at passengers per hour because it's a good indication of the ridership and helps to determine if we need to put more service on a route or not. He said we need to look across the spectrum because there's always going to be things that pop up in some places more than others that requires a change. CEO Bland said that the passengers per hour statistic is a good snapshot of overall route performance, but a full picture requires examination of factors such as ridership by time of day, day of week, etc. For instance, weekend ridership and Access ridership are recovering faster than peak hour ridership.

- d. **Access Improvement Study Contract (M-A-21-010)**: Marilyn Yokley, Access Manager and Denise Richardson, Procurement Project Administrator reported the following:

The Access Improvement Study is a comprehensive review of the WeGo Access Paratransit program, with a focus on improving both service reliability and operational efficiency. The study will also examine service coordination with fixed route, including strategies to encourage fixed route use among current paratransit customers. Key tasks include a Benchmark Review, Policy Review, Organizational Assessment, Fixed Route Integration Strategy Review, and a Technology Review. The final deliverables include a comprehensive set of program recommendations and an accompanying detailed, phased implementation plan. Public outreach and engagement will be integrated throughout the project, with staff, stakeholders, and customers all playing an integral role in both determining priorities and reviewing recommended changes. No recommendations will be finalized without the opportunity for input from those that would be affected by the changes under consideration.

The notice of the Request for Proposals (RFP) was published on the WeGo and Transit Talent websites, and in the American Public Transit Association's (APTA) bi-weekly industry newsletter beginning January 26, 2021. Notifications were also sent to the Shared Use Mobility Center, the Eno Transportation Center, and to the Nashville chapter of the American Council of Engineering Companies.

The project has a 16% DBE participation goal, and 31 DBE firms with certifications indicating they perform the type of work included in the project scope were individually contacted. Four proposals were received on the solicitation due date of March 10, 2021, with all proposals exceeding the DBE participation goal. Proposals were received from the following companies:

- KFH Group
- IBI Group
- Stantec Consulting
- TransPro Consulting

Following the evaluation committee's initial review of the proposals, each proposer was requested to respond to questions and participate in a presentation and interview. Factors considered in the evaluation included project approach and schedule, proposing team and key personnel qualifications, and total project cost. The cost proposals received ranged from \$619,000 to \$680,000, all within the study's estimated \$682,000 cost. The evaluation committee completed the final evaluation of the proposals on April 26, 2021 and selected KFH Group as having the most responsive proposal at a price of \$630,691.56 with the team's strengths including the public outreach plan and national paratransit operations expertise.

KFH Group is a certified DBE firm and will be self-performing all work related to project management and participating with their subcontractors on the project's other tasks. The total DBE participation for this contract will be 54% through the following engagements:

Company	Owner	Work Description	Percentage
KFH Group – Woman-Owned	Sue Knapp	Project management; operational and organizational analysis and related work	43%
Fairpointe Planning-Minority and Woman Owned	Tanisha Hall	Public engagement and fixed route integration	11%

It was recommended that the Board to provide the Chief Executive Officer the authority to enter into a professional services contract with KFH Group to conduct the Access Improvement Study in the amount of \$630,691.56 with a contingency amount of \$69,308.44 for a total

contract budget of \$700,000. The total contract term is 24 months with a milestone for substantial completion at 18 months. The study will be funded using federal CARES Act funds.

Ms. Jessica Dauphin made a motion to approve the Access Improvement Study Contract. The motion was seconded by Ms. Mary Griffin and unanimously approved by the board.

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

- a. Operating Budget Forecast Discussion for FY2022- FY2025 (NICE-D-21-004):** CFO Ed Oliphant and Chief Executive Officer Steve Bland led a discussion on the Operating Budget Forecast with the Board to get their input and direction for planning and communication purposes as we enter the new fiscal year. This discussion item dovetailed with related issues covered in the Fall 2021 Service Change update and capital plan discussion later in the agenda.

Staff reviewed data showing an 8-year history of expenses and Metro Operating support. The trends showed a relatively flat cost per service hour over the period, with increasing budgets generally associated with service increases. It also illustrated that Metro funding had been flat from FY2018 through FY2020, and then cut significantly in FY2021 due to the pandemic and Federal relief funds received from FTA. Mr. Bland and Mr. Oliphant went on to show how the approximately \$94 million in Federal relief had been allocated so far, with just over \$56 million in these funds not yet allocated by the Board.

With Mayor Cooper having released an operating budget proposal that would restore the funding cuts absorbed by WeGo in the prior year and fully funding baseline service, the unallocated Federal relief funding would give the Board some discretion as to near-term direction. Among the options they might consider:

- Preserve funding for future contingencies to stabilized service for a longer period of time.
- Assign funding to the capital improvement plan scheduled for discussion later in the meeting.
- Allocate some of these funds to “jump start” Better Bus service improvements that the Mayor’s proposal did not include, recognizing that these are one-time funds.

This discussion was intended to “tee-up” following items with respect to Fall service changes and the capital improvement plan. Staff will begin preparing the operating and capital budget proposals for consideration, at the direction of the Board at the June meeting.

- b. Fall 2021 Service Change Update (NICE-D-21-005):** Director of Planning & Grants Felix Castrodad reported the following:

The implementation of the spring service changes in April 2021 aimed to address shifts in ridership trends that were dramatically altered due to the COVID-19 pandemic. The changes allowed WeGo to make strategic decisions to respond to those shifts and more effectively allocate resources to manage the current demand. The changes also provided an opportunity to advance some of the Better Bus guiding principles to improve service like frequency and span on our core routes (serving over 70% of the total system ridership) and other high ridership local routes as we continue to make the system more resilient.

Since the spring changes, service has returned to approximately 90% of pre-pandemic levels. The goal for the fall 2021 is to return to 100% pre-pandemic service level. However, the biggest question leading into that was whether the resources to get there would be available. Last month’s announcement from Mayor Cooper’s proposed FY 2022 Metro Budget to restore WeGo’s operating funding gap with inflation will provide a more reliable outlook in the near

term for approaching service changes in the fall. This will allow not only for maintaining current service levels and restoration of other routes to previous pre-pandemic levels but also to begin implementing Better Bus expansion improvements including frequency, span, and other route enhancements consistent with the Metro Nashville Transportation Plan if the Board chooses, utilizing Federal relief funds.

Mr. Castrodad reviewed a series of possible service enhancements that would be taken through public engagement and Title VI analysis. Overall, these enhancements would expand service hours by approximately 35,500 hours annually, a 7% increase in service. As we move toward the Fall 2021 service changes, staff continues to carefully consider ridership trends as well as the existing and future environment to effectively design a service that caters to riders' needs while advancing improvements that strengthen the system for the future.

Staff plans to return to the Board at the July meeting with final service recommendations based on public engagement and June Board actions on the Budget and Capital Plan.

c. Nashville MTA FY2022 Capital Investment Plan Update (NICE-D-21-006): Director of Planning & Grants Felix Castrodad presented the following:

The Nashville Metropolitan Transit Authority's (MTA) Capital Investment Plan prioritizes, identifies funding sources, and sets timelines for MTA's capital projects over a five-year period. The plan outlines regulatory, state of good repair, growth and expansion needs that promote the provision of continuous efficient services by MTA. The plan is closely coordinated with prior agency efforts like the nMotion Strategic Plan and the Transit Asset Management Plan (TAMP) as well as with partner agency processes including TDOT, GNRC, and Metro Nashville.

Although the plan covers a five-year horizon, the main emphasis is on the first couple of years of the plan as the outer years are more conceptual in nature, requiring additional scoping and more detailed information on cost and funding sources.

Capital funding typically comes from several different sources including federal, state, and local sources and can be allocated based on specific formula or competitive discretionary opportunities. Expected revenues vary by funding source and the detailed requirements associated with each source.

During the past year, the federal government made some one-time funding opportunities available because of the COVID-19 pandemic. Federal bills including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, and the American Rescue Plan (ARP) Act, provided 100% federal money (no match required) designed to provide relief and support to transit agencies keeping them operational in light of reduced and uncertain local revenues.

These one-time relief bills along with recent operating budget information provide an opportunity for MTA to review capital investment opportunities as part of the FY2022 Capital Plan development.

V. CEO's Report: CEO Bland reported the following:

1. Employees off on COVID leave remains relatively low at 2 as of this morning. Although the CDC and Metro Public Health have relaxed requirements associated with wearing facial coverings, the Transportation Security Administration's requirement that individuals wear facial coverings on public transportation extends into September, so we are still requiring customers and employees to do so.
2. CEO Bland expressed his thanks to the Mayor, staff, and the staff at Metro Finance for restoring stability to our operating budget.

3. CEO Bland said design work has begun on the North Nashville Transit Center project. The public side of this effort will get off to a rousing start this Saturday at the project site when we host an open house to engage the community in the design process. We'll have a variety of stations including WeGo Public Transit and design team staff to share information about the project, and to get input on programming and design elements. So far, we have gotten RSVP's from Council Members Taylor and Toombs who serve that district, plus Council Member Sharon Hurt, Senator Brenda Gilmore, and State Representatives Harold Love and Vincent Dixie. The in-person event will be from 11 am – 1 pm, and we will be live streaming on Facebook from 12:30 pm – 1 pm.
4. CEO Bland and CAO Rita Roberts-Turner have been participating in weekly meetings hosted by the Mayor's Office to coordinate various Metro Department and related agency initiatives in North Nashville. The meetings have been very informative and the information sharing has been positive.
5. CEO Bland said that he was pleased to attend the Metro Council meeting this past Tuesday night to support Ms. Jessica Dauphin at her nomination hearing to the MTA Board. He said that she knocked all of her responses out of the park.
6. Metro has kicked off its planning effort for the East Bank. Felix Castrodad is representing us on the steering committee for this effort.
7. CEO Bland expressed his appreciation to the staff in Procurement, and Finance & Operations during the recent Colonial Pipeline fuel supply disruption. He said they demonstrated their nimbleness in securing various alternate sources of gasoline and diesel fuel for us, so our supply was never truly at risk. It was another important lesson of our vulnerability as a society to disruptions in our basic infrastructure.
8. On other "less optimistic" notes, we are growing somewhat concerned about supplier shortages in a variety of sectors. Of short-term concern, the actual delivery date for 25 Access Vans and 10 Commuter Buses is somewhat in question, as our suppliers indicate sporadic shortages of key components that go into a wide variety of products.
9. On the RTA side:
 - a. We are soliciting information from the consulting community to examine future options for enhancing the Star in accordance with the range of options included in the City Transportation Plan. These run the gamut from maintaining the status quo to incremental improvements to add a small number of trips to significant investments including the installation of positive train control.
 - b. The RTA Finance Committee and Board met this month for similar budget and capital plan discussions to those we just had. A key issue for the RTA is the renewal of funding resources from TDOT in the coming year. The Executive Committee has directed staff and a group of the mayors to meet with Commissioner Bright to discuss RTA plans in the coming months.

CEO Bland concluded his remarks by thanking Ms. Jessica Dauphin and Mr. Jim Hawk for allowing him the opportunity to speak at their most recent graduation ceremony of the Transit Alliance's Neighborhood Transit Institute.

VII. Chair's Report: Vice-Chair Miller reported the following:

Vice-Chair Miller thanked all of the staff for all that you do and wished everyone a happy Memorial Day.

IX. Adjournment: With no further business, Vice-Chair Miller called for a motion to adjourn the meeting and the meeting was adjourned at 4:03 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Secretary:

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ Committee Discussion Item

☐ Committee Action Item

☒ Board Discussion Item

Item Number:	OF-D-21-016	Meeting Date:	06/24/2021
Item Title:	Monthly Financial Report Compared to Budget		

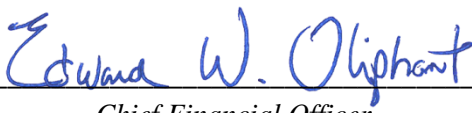
BACKGROUND:

Attached is a statement of operations for the month of April 2021 compared to the budget and a balance sheet as of April 30, 2020.

CURRENT STATUS:

Controller Shelly McElhaney will review the statements at the committee meeting.

APPROVED:



Chief Financial Officer

June 18, 2021

Date

Metropolitan Transit Authority
Statement of Operations Compared to Budget
For the Period Ending April 30, 2021
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	\$401,406	\$358,745	\$42,661	F	\$5,465,925	\$2,990,744	\$2,831,995	\$158,749	F	\$3,589,900
Access Ride	65,222	36,700	28,522	F	690,307	424,424	349,820	74,604	F	425,000
Contract Revenues	161,402	251,912	(90,510)	U	2,187,204	1,366,362	2,526,975	(1,160,613)	U	3,038,657
Advertising	39,180	50,407	(11,227)	U	619,242	497,391	504,085	(6,694)	U	604,900
Other Non-Trans Revenue	31,861	67,775	(35,914)	U	1,115,709	330,863	610,850	(279,987)	U	730,800
Total Operating Revenue	699,071	765,539	(66,468)	U	10,078,387	5,609,784	6,823,725	(1,213,941)	U	8,389,257
Federal/State/Local Income:										
Local Assistance	0	0	0	F	48,635,900	27,315,700	27,315,700	0	F	27,315,700
State Assistance	0	0	0	F	5,263,932	5,098,600	4,977,900	120,700	F	4,977,900
EMSID - Project Management Grant	0	0	0	F	0	41,700	0	41,700	F	0
Federal Assistance - CARES Act	0	0	0	F	0	26,186,191	24,300,000	1,886,191	F	29,516,373
Total Assistance Income	0	0	0	F	53,899,832	58,642,191	56,593,600	2,048,591	F	61,809,973
Capital Revenue:										
Capital Operating Reimbursement	3,910,550	5,750,000	(1,839,450)	U	12,614,335	7,660,550	12,750,000	(5,089,450)	U	17,212,435
Capital ADA Reimbursement	2,625,000	0	2,625,000	F	2,625,000	2,625,000	2,625,000	0	F	2,625,000
Total Capital Income	6,535,550	5,750,000	785,550	F	15,239,335	10,285,550	15,375,000	(5,089,450)	U	19,837,435
Total Revenue	\$7,234,621	\$6,515,539	\$719,082	F	\$79,217,554	\$74,537,525	\$78,792,325	(\$4,254,800)	U	\$90,036,665
Expenses from Operations:										
Labor and Fringes	\$5,664,562	\$5,497,665	(\$166,897)	U	\$49,632,959	\$54,760,698	\$52,704,605	(\$2,056,093)	U	\$63,793,410
Services	807,394	847,161	39,767	F	8,210,786	7,440,649	9,383,273	1,942,624	F	11,329,705
Fuel	270,986	540,175	269,189	F	3,979,772	2,614,284	3,470,583	856,299	F	4,622,290
Parts, Materials and Supplies	398,969	521,193	122,224	F	4,382,715	4,216,330	5,047,285	830,955	F	6,088,120
Utilities	101,633	125,668	24,035	F	1,033,649	987,507	1,166,495	178,988	F	1,376,150
Casualty and Liability	224,199	184,900	(39,299)	U	1,955,958	1,888,545	1,889,320	775	F	2,251,070
Other	40,078	36,549	(3,529)	U	397,330	208,812	499,569	290,757	F	575,920
Total Operating Expenses	7,507,821	7,753,311	245,490	F	69,593,169	72,116,825	74,161,130	2,044,305	F	90,036,665
Surplus / (Deficit) before GASB 33	(\$273,200)	(\$1,237,772)	\$964,572	F	\$9,624,385	\$2,420,700	\$4,631,195	(\$2,210,495)	U	\$0
Capital Grant Revenue	4,202,118		4,202,118	F	11,468,505	22,561,462		22,561,462	F	
Capital Grant Revenue -CARES Act	0		0	F		46,636		46,636	F	
Rental income - MCC Amortization	49,167		49,167	F	491,670	491,670		491,670	F	
Gain/(Loss) on Sale of Property	0		0	F	12,264	(111,802)		(111,802)	U	
Depreciation	(1,552,832)		(1,552,832)	U	(15,860,316)	(16,884,160)		(16,884,160)	U	0
Surplus / (Deficit)	\$2,425,253	(\$1,237,772)	\$3,663,025	F	\$5,736,508	\$8,524,506	\$4,631,195	\$3,893,311	F	\$0

Metropolitan Transit Authority

Comparative Balance Sheets

	Month Ended April 30, 2021 (unaudited)	Month Ended June 30, 2020 (audited)
CURRENT ASSETS		
Cash and cash equivalents	\$5,084,779	\$5,296,169
Receivables from federal, state and local government	2,082,025	7,317,284
Accounts receivable	521,726	778,437
Materials and supplies	2,875,178	2,675,559
Prepaid expense and other	1,122,504	1,031,959
Pension Deferred Outflow	25,175,574	25,175,574
Total Current Assets	36,861,786	42,274,982
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Building, shelter and benches	110,106,397	109,841,158
Revenue equipment and parts	173,308,565	169,469,402
Office furniture and equipment	5,885,858	5,931,031
Other	27,721,287	22,625,060
	331,755,132	322,599,676
Less: Accumulated Depreciation	(161,580,729)	(158,153,258)
Total Property and equipment, net	170,174,403	164,446,418
OTHER ASSETS		
Cash and investments for self-insurance and other	404,116	884,789
TOTAL ASSETS	\$207,440,305	\$207,606,189
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Accounts payable	\$981,773	\$2,770,460
Accrued expenses	6,942,402	7,881,004
Deferred revenue	50,127	45,759
Note Payable	0	5,500,000
Total Current Liabilities	7,974,302	16,197,223
NON-CURRENT LIABILITIES		
Deferred Revenue	6,885,783	7,377,453
Refundable Grants	0	431,663
Net Pension Liability	11,835,343	11,835,343
Pension Deferred Inflow	3,915,737	3,915,737
Net other postemployment benefits obligations	92,575,015	92,575,015
NET ASSETS		
Invested in capital assets	163,288,620	151,568,965
Reserve for capital purchases	54,116	34,766
Unrestricted	(87,613,117)	(63,009,629)
Current Year Surplus / (deficit)	8,524,506	(13,320,347)
Total Net Assets	84,254,125	75,273,755
TOTAL LIABILITIES AND NET ASSETS	\$207,440,305	\$207,606,189

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$492,246 94.3%	\$6,852 1.3%	\$9,711 1.9%	\$12,917 2.5%	\$521,726 100.0%
Accounts Payable	\$954,480 97.2%	\$49,464 5.0%	\$5,277 0.5%	(\$27,448) -2.8%	\$981,773 100.0%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-011	Meeting Date:	06/24/2021
Item Title:	WeGo Liability Insurance Renewal		

BACKGROUND:

Every year, our WeGo Public Transit (WeGo) insurance broker shops the insurance market for renewal of the Nashville MTA's \$3 million liability policy with a \$100,000 deductible per occurrence. Inquiries were made of eight different insurance companies as well as the incumbent for the upcoming policy year effective July 1, 2021 through June 30, 2022.

Four companies did not provide quotes due to lack of interest in our fleet make-up or do not quote on municipal fleets and three replied that they could not compete with our current quoted prices, or wanted a higher SIR and needed to handle claims in house. We did receive an indication from Carolina Casualty for liability only and the annual cost was \$1.5 million.

The only other quote received meeting our scope was from our current insurance company, *RLI Insurance* (RLI), offering coverage with a \$3 million limit and a \$100,000 deductible per occurrence. The per vehicle type annual rates for liability coverage compared to our current policy are as follows:

<u>Liability Coverage</u>	<u>Current (2020-21)</u>	<u>RLI (2021-22)</u>
Transit Bus	\$4,344	\$5,245
Transit Van	\$3,041	\$3,671
Service Vehicle	\$2,148	\$2,589

When compared to per vehicle type annual rates from other insurance providers that would give us a range, quoted rates from \$ 5,600 to as high as \$7,000 per vehicle. The comparison below of total costs incurred is based on the number of vehicles expected to be on hand July 1, 2021 by type of vehicle as quoted above:

<u>Liability Coverage</u>	<u>Current (2020-21)</u>	<u>Proposed RLI (2021-22)</u>
Premiums	\$1,027,964	\$1,240,753

This represents an increase of 20.7% compared to an 8.3% increase last year. The premium will vary slightly depending on the number of vehicles and vehicle types WeGo may have in the fleet at any given time.

RECOMMENDATION:

Based on the explanation above, we request the Board to authorize the Chief Executive Officer to enter into a contract with RLI Insurance for our liability coverage for the period effective July 1, 2020 to June 30, 2021 for \$3 million in coverage with a \$100,000 deductible for a premium of approximately \$1,240,753.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-012	Meeting Date:	06/24/2021
Item Title:	MTA/RTA Contract Renewal for State EasyRide Services		

BACKGROUND:

The Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (Nashville MTA) have established a positive working relationship over the years on a regional EasyRide program involving the State of Tennessee.

For several years, the Nashville MTA along with the RTA have participated in the EasyRide program with the State of Tennessee where both agencies provide transit rides to State employees, and the State reimburses both the Nashville MTA and RTA on a cost-per-ride basis. The Nashville MTA has been the principle in this contract with the State of Tennessee and RTA's portion of the rides provided is passed through via a separate agreement with the Nashville MTA. The State has agreed to a new contract with the Nashville MTA for the EasyRide Program for July 1, 2021 through June 30, 2022 at a cost per ride set at a weighted average of \$2.50 per ride and a total contract not to exceed \$1.75 million.

An analysis of state employee ridership for both the Nashville MTA and RTA services is usually performed to confirm the cost per ride passed through to RTA. However, due to the severe drop in ridership an updated analysis does not accurately reflect the pass-through pricing. Consequently, we are recommending that the effective rate of \$3.15 per ride which has been consistent over the last several years should be maintained for FY2022. The higher rate being passed through to RTA from the Nashville MTA has merit since RTA's fares for regional bus service and train service are proportionately higher than the Nashville MTA's base fares.

RECOMMENDATION:

Based upon the explanation above, staff requests the Board approve Nashville MTA entering into a contract with the RTA that calls for the Nashville MTA to reimburse RTA for EasyRide trips provided to State employees participating in the EasyRide program at a rate of \$3.15 per ride for a period of one year, beginning July 1, 2021 through June 30, 2022.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-013	Meeting Date:	06/24/2021
Item Title:	MTA/RTA EasyRide Program Revenue Sharing Agreement		

BACKGROUND:

In June 2020, the Board approved for the first time, an EasyRide Program Revenue Sharing Agreement with RTA for the period of July 1, 2020 through June 30, 2021. The EasyRide Program is an employer-paid transit pass program to provide employee commuter benefits on Nashville MTA and RTA services in Middle Tennessee under the name WeGo Public Transit. FY2021 was the first year for the new EasyRide program to reach out to new companies to promote employer paid transportation for their employees. To remind the Board, the following are the objectives of the program:

- All: Simplify program transportation benefits;
- All: Simplify program administration;
- All: Simplify program fee structure to better predict costs and revenues for annual budgeting;
- MTA/RTA: Protect existing program revenue;
- MTA/RTA: Grow program participation to increase overall ridership and operating revenue;
- MTA/RTA: Increase transparency between the two agencies on program revenue and ridership;
- Business Partners: Manage and reduce both direct and indirect transportation costs;
- Business Partners: Provide sustainable and competitive employee benefits.

Current and potential business partners had expressed a strong preference for a consolidated pass program – one in which their employees could utilize a single pass for both Nashville MTA and RTA services. Under the Revenue Sharing Agreement, Nashville MTA is the master contractor under the program with revenue splits between the Nashville MTA and RTA that fairly compensates both agencies relative to the overall use of the program. Unfortunately, the pandemic basically stopped this program in its tracks with very little if any existing customers, let alone new customers participating in the program. Despite this slow down, the program needs to be brought back to life as we move out of the pandemic and see ridership return.

The plan under this agreement is for revenues collected from business partners of the EasyRide Program be assigned to each agency based on a formula that weights average fare (which will skew toward the RTA due to a higher fare structure) and ridership (which will skew toward MTA due to generally higher rates of usage) equally. The annual "conflict of interest review" that we discuss will include a review of how revenue assignment was calculated for the preceding period with testing of these calculations incorporated into both agencies external audit scope.

While we have no meaningful information to report for this past year for the EasyRide Program, it is staff's intent to restart this program during the new fiscal year which will require a renewal of this agreement since it is due to expire June 30, 2021.

RECOMMENDATION:

We are requesting that the Board approve the renewal of the EasyRide Program Revenue Sharing Agreement with RTA for the period of July 1, 2021 through June 30, 2022 based upon the formula explained above and that Nashville MTA will continue to be the Master Contractor for the EasyRide Program and will share revenues with RTA based upon the calculated formula. Each Board will review the agreement on an annual basis to assess if any changes should be made to the Agreement going forward.

APPROVED:

Board Secretary

*June 24, 2021**Date*

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-014	Meeting Date:	06/24/2021
Item Title:	MTA/RTA Management Contract Renewal		

BACKGROUND:

The Regional Transportation Authority (RTA) is currently operating under a management contract with MTA in which MTA provides management services overseeing all operations of the RTA. The current contract was approved by the MTA Board in 2016 for five years and is due to expire June 30, 2021. The contractual arrangement has served RTA well since MTA began managing the RTA in December 2008. The current annual contract value is \$844,056. MTA has proposed a new five-year contract to begin July 1, 2021 to run through June 30, 2026 with the contract value remaining at \$844,056. The new contract would remain consistent with the terms of the expiring contract and includes a provision that allows for the compensation to be adjusted as necessary beginning July 1, 2022 and each year thereafter for the life of the contract by mutual agreement of both parties. There is also a termination clause in the contract that allows either party to terminate the contract for any reason at any time with a 30-day written notice to the other party.

RECOMMENDATION:

We request that the Board approve entering into a new five-year contract with RTA for MTA to manage and oversee all operations of the RTA at an annual cost of \$844,056. The contract shall become effective July 1, 2021 and terminate June 30, 2026. The compensation under the contract may be adjusted as necessary beginning July 1, 2022 and each year thereafter for the life of the contract by mutual agreement of both parties. There is also a termination clause in the contract that allows either party to terminate the contract for any reason at any time with a 30-day written notice to the other party.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-015	Meeting Date:	06/24/2021
Item Title:	Contract Renewal for RTA Regional Transit Services		

BACKGROUND:

A positive working relationship has been established for many years between the Regional Transportation Authority of Middle Tennessee (RTA) and the Nashville Metropolitan Transit Authority (Nashville MTA) on regional transit programs.

Each year, the RTA contracts with the Nashville MTA for regional transit services for Davidson/Rutherford County Relax & Ride services to Murfreesboro, Tennessee, as well as connecting bus services to support the commuter train service for the WeGo Star in Nashville, Tennessee. The RTA desires to renew these contracts for the period of July 1, 2021 through June 30, 2022. Since there are different funding sources for the regional bus services and the connecting bus services, two separate contracts are required.

Contract 1 – Under the new contract for the regional bus service between Davidson and Rutherford Counties (Routes 84X and 86X), the RTA will pay the Nashville MTA for up to 60.11 hours of daily service at a rate of \$113.57 per hour, or an amount not to exceed \$1,733,980 covering 254 days of weekday transit service contained in the contract. The \$113.57 represents a 3.0% increase in the contract price compared to the prior year.

Contract 2 – Under the new contract for connecting bus services for Davidson County (Routes 64 and 93), the RTA will pay the Nashville MTA up to 11.1 hours of daily service at a rate of \$113.57 per hour, or \$320,199 covering the 254 days of weekday transit service contained in the contract. The \$113.57 represents a 3.0% increase in the contract price compared to the prior year.

A fuel escalator clause will again be included in all the new contracts to protect the Nashville MTA should the average fuel prices escalate above \$1.75 per gallon. The clause stipulates that for every 25-cent increase in the monthly average per gallon cost of fuel, the hourly rate will increase \$1.50 per hour for that month going forward. This will cover the Nashville MTA's increase in operating cost due to increased fuel costs. This escalator is above and beyond the contracted amounts mentioned above. This will likely not be a factor for RTA since Nashville MTA has hedged approximately 80% of projected diesel fuel consumption at a contract price of around \$1.23 per gallon.

RECOMMENDATION:

We are requesting that the Board approve the renewal of two contracts with the RTA consisting of Contract 1 for regional bus services and Contract 2 for connecting bus services supporting commuter rail. Both contracts are for a period of one year beginning July 1, 2021 through June 30, 2022 for the following base amounts:

- Contract #1 for a not-to-exceed amount of \$1,733,980 for regional bus service; and,
- Contract #2 for a not-to-exceed amount of \$320,199 for connecting buses supporting commuter rail.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-016	Meeting Date:	06/24/2021
Item Title:	State EasyRide Contract Renewal		

BACKGROUND:

In 2006, the Nashville Metropolitan Transit Authority (Nashville MTA) and the State of Tennessee began a program for their employees in which the State would pay the work commute transportation cost for all their employees who utilize public transportation. While we have seen some decline in ridership over the last several years in general and specifically due to the pandemic, the Tennessee Department of Transportation (TDOT) would like to renew the contract as the program continues to work well in helping the State with their employee parking issues and supplying WeGo Public Transit (WeGo) and the Regional Transportation Authority of Middle Tennessee (RTA) with additional ridership. The current \$1.75 million contract managed by TDOT is scheduled to expire June 30, 2021.

We have successfully negotiated with the State to continue the contract for FY2022 at the same rate per ride of \$2.50 based upon all regional transportation services including both WeGo and RTA. AccessRide trips will be billed at \$3.70 per ride. The contract will be between the Nashville MTA and TDOT with the RTA receiving its proportional share for rides provided under the program as defined in a separate sub-agreement between the Nashville MTA and RTA. The total contract amount will remain \$1.75 million. The contract term is for 12 months beginning July 1, 2021 with an expiration of June 30, 2022.

RECOMMENDATION:

We are asking the Board for their approval for the Nashville MTA to enter into a contract with TDOT for the EasyRide program at \$2.50 per ride and \$3.70 for AccessRide with a contract amount of \$1.75 million and a contract term of July 1, 2021 through June 30, 2022.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-017	Meeting Date:	06/24/2021
Item Title:	StrIDe Memorandum of Understanding Program Year 2021-2022		

BACKGROUND:

The StrIDe program has been a successful partnership since it was formed in fall 2014 between Metropolitan Nashville Public Schools (MNPS) and the Nashville MTA with the support of the Nashville Mayor's Office, Metropolitan Council, and the Mayor's Youth Council. It was created to offer and expand year-round transit to all MNPS high school students traveling to and from school as well as provide opportunities for participating in after-school activities, accessing employment, or exploring other events perhaps not possible in the past due to either unreliable or affordable mobility options. In the 2015-16 school year, the program added MNPS middle school students in grades five through eight who attend an out-of-zone school not served by a yellow school bus and have been given permission by a parent or guardian to participate in the program.

This year-round program provides access to transit to more than 23,000 registered high school-age student riders and nearly 700 middle school enrollees. In a typical school year, we provide transportation for approximately 5,500 students who take advantage of the StrIDe program. MNPS has typically funded the StrIDe program at \$750,000 through the MNPS budget with the cost per swipe being \$0.70 per ride and \$3.70 for any eligible WeGo Access students. MNPS has expressed that they would like to renew this program for the coming school year.

RECOMMENDATION:

Staff is requesting that the Board approve the renewal of the Memorandum of Understanding between the Nashville MTA and the Metropolitan Board of Public Education for the purposes of transportation services for registered MNPS high school students in grades nine through 12, and MNPS middle school students in grades five through eight who qualify. Cost of StrIDe card cardstock will be covered by MNPS. The contract will remain in effect through June 30, 2022 at a reimbursement rate of \$0.70 per bus trip and \$3.70 per trip for WeGo Access to Nashville MTA.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ Committee Discussion Item

☐ Committee Action Item

☒ Board Discussion Item

Item Number:	OF-D-21-017	Meeting Date:	06/24/2021
Item Title:	Monthly Operating Statistics		

BACKGROUND:

Attached are monthly operating statistics through April 30, 2021.

CURRENT STATUS:

Chief Operating Officer Andy Burke will review the statistics at the committee meeting.

APPROVED:



Director of Service Quality

June 18, 2021

Date

Operations Dashboard Report

	April 2021	April 2020	Pct. Change	Average Monthly Goals
Ridership				
Total Passengers				
Bus	383,321	272,812	40.5%	
Access (WeGo)	16,208	8,413	92.7%	
Access (Overflow/Taxi)	4,352	2,046	112.7%	
Access-on-Demand *	3,178	1,691	87.9%	
Access Total	23,738	12,150	95.4%	
Total	407,059	284,962	42.8%	785,000
Passengers per Revenue Hour				
Bus	10.94	10.39	5.3%	18
Access	1.57	1.28	22.7%	2.1
Total Scheduled Revenue Hours	45,400	32,819	38.3%	
Total Cost Per Scheduled Revenue Hour of Service	\$158.14	\$189.56	-16.6%	
Safety				
Miles Between Total Accidents	31,995	30,733	4.1%	36,000
Miles Between Preventable Accidents	287,958	133,176	116.2%	300,000
Preventable Accidents	2	3	-33.3%	
Non-Preventable Accidents	16	10	60.0%	
Total Accidents	18	12	50.0%	
Service Quality				
Bus Trip Completion Percentage	99.97%	99.94%	0.03%	99.50%
Access Trip Denials	0	0	0.0%	0
Miles Between Road Calls	3,999	6,053	-33.9%	3,800
On-Time Performance				
Bus	90.4%	91.2%	-0.8%	85.0%
Access (WeGo)	93.7%	93.4%	0.3%	89.0%
Access (Overflow/Taxi)	96.8%	97.5%	-0.7%	89.0%
Access Total	94.4%	94.2%	0.2%	89.0%
Customer Care				
Passengers Carried Per Complaint				
Bus	4,167	2,598	60.4%	6,000
Access	383	550	-30.4%	600
Total Calls Received	18,167	10,593	71.5%	
Percent of Calls Answered	96.5%	98.2%	-1.7%	95.0%

* "Access on Demand service began March 2018"

Operations Dashboard Report

	FY2021 April	FY2020 April	Pct. Change	Average Monthly Goals
Ridership				
Total Passengers				
Bus	3,370,152	6,753,358	-50.1%	
Access (WeGo)	138,666	219,529	-36.8%	
Access (Overflow/Taxi)	36,138	74,290	-51.4%	
Access-on-Demand *	29,946	43,319	-30.9%	
Access Total	204,750	337,138	-39.3%	
Total	3,574,902	7,090,496	-49.6%	7,850,000
Passengers per Revenue Hour				
Bus	10.57	17.00	-37.8%	18
Access	1.50	1.79	-16.2%	2.1
Total Scheduled Revenue Hours	411,328	519,692	-20.9%	
Total Cost Per Scheduled Revenue Hour of Service	\$161.63	\$125.79	28.5%	
Safety				
Miles Between Total Accidents	47,022	40,790	15.3%	36,000
Miles Between Preventable Accidents	431,031	231,632	86.1%	300,000
Preventable Accidents	12	28	-57.1%	
Non-Preventable Accidents	98	131	-25.2%	
Total Accidents	110	158	-30.4%	
Service Quality				
Bus Trip Completion Percentage	98.9%	99.7%	-0.8%	99.5%
Access Trip Denials	0	0	0.0%	0
Miles Between Road Calls	4,750	5,055	-6.0%	3,800
On-Time Performance				
Bus	90.5%	85.4%	5.0%	85.0%
Access (WeGo)	93.4%	83.6%	9.8%	89.0%
Access (Overflow/Taxi)	97.5%	95.6%	1.8%	89.0%
Access Total	94.3%	86.7%	7.5%	89.0%
Customer Care				
Passengers Carried Per Complaint				
Bus	3,384	4,632	-26.9%	6,000
Access	464	314	47.7%	600
Total Calls Received	152,244	242,245	-37.2%	
Percent of Calls Answered	96.6%	90.3%	6.3%	95.0%

* "Access on Demand service began March 2018"

Operations Dashboard Glossary

Metric	Definitions
Ridership	
Total Passengers	
Bus	Total fixed route passenger boardings on all WeGo operated services
Access (WeGo)	Total paratransit passenger boardings on WeGo vehicles
Access (Overflow/Taxi)	Total paratransit passenger boardings on third-party service providers
Access on Demand	Total paratransit passenger boardings on Access-on-Demand service by third-party providers
Access Total	Total paratransit boardings (WeGo vehicles and third-party service providers, includes Access-on Demand ridership)
Passengers per Revenue Hour	
Bus	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours.
Access	Total paratransit boardings on WeGo vans divided by total scheduled paratransit revenue vehicle hours.
Total Scheduled Revenue Hours	Total fixed route and paratransit scheduled revenue vehicle hours. Note: Revenue vehicle hours are total vehicle in-service hours excluding vehicle travel from the garage to the first timepoint (or pickup for paratransit) and from the last timepoint (or pickup) to the garage.
Total Cost Per Scheduled Revenue Hour of Service	Total fully allocated cost to deliver service divided by the total scheduled revenue hours.
Safety	
Miles Between Total Accidents	Total number of miles travelled by all WeGo revenue vehicles (fixed route and paratransit) divided by the total number of accidents.
Miles Between Preventable Accidents	Total number of miles travelled by all WeGo revenue vehicles (fixed route and paratransit) divided by the total number of preventable accidents.
Preventable Accidents	A motor vehicle collision, in which the Operator did not do everything reasonable to avoid a collision, committed an error or failed to react to the errors of others.
Non-Preventable Accidents	A motor vehicle collision in which the Operator committed no driving error and reacted reasonably to the errors of others.
Internal Accidents	A motor vehicle collision that occurs on Nestor or Myatt yard.
External Accidents	A motor vehicle collision that occurs outside of Nestor or Myatt yard.

Operations Dashboard Glossary

Metric	Definitions
Service Quality	
Bus Trip Completion Percentage	Percentage of one-way fixed route revenue trips completed versus scheduled.
Access Trip Denials	Total number of paratransit trips that cannot be scheduled within one hour before or after the customer's requested pick-up time.
Miles Between Road Calls	Any mechanical failure, excluding farebox and accidents. Bus and Access metrics will be reported separately.
On-Time Performance	
Bus	Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late.
Access (WeGo & Taxi/Overflow)	Percentage of total trips where vehicle arrives no later than 59 seconds outside of the scheduled pick-up window.
Customer Care	
Passengers Carried Per Complaint	
Bus	Total fixed route passengers divided by total fixed route customer complaints.
Access	Total paratransit (WeGo and third-party service providers) passengers divided by total paratransit customer complaints.
Total Calls Received	Percentage of calls received that were answered. Unanswered calls are calls that are lost for any reason once in the customer call phone queue.
Percent of Calls Answered	

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

☐ Committee Discussion Item

☐ Committee Action Item

☒ Board Discussion Item

Item Number:	OF-D-21-018	Meeting Date:	06/24/2021
Item Title:	Annual Bus Maintenance Audit		

BACKGROUND

In November 2015, the first maintenance performance audit was conducted by Transit Resource Center (TRC) of the WeGo Public Transit Fleet Maintenance program. This first audit in 2015 was part of an extensive evaluation where findings from that study indicated that annual audits were needed to track maintenance performance over time.

Since then, it has evolved into a phased working plan for transformation within the bus maintenance department at the Nashville Metropolitan Transit Authority (Nashville MTA). Based on the initial results from the 2015 audit, the maintenance department has initiated multiple strategies for enhancement, including manpower shifts, equipment purchase, documentation processes and training updates.

This is the sixth maintenance performance audit conducted by Transit Resource Center (TRC) of WeGo Public Transit. This maintenance performance audit consisted of a physical inspection of 24 vehicles (16 buses and eight vans) selected at random, and a records review and fluids analysis of eight vehicles also selected at random, the same process used during previous audits.

The WeGo Public Transit Fleet Maintenance program has annually renewed this independent audit practice with TRC. To gain a better understanding of how we have performed over time this year, the annual fleet assessment has been completed and we are pleased to report our annual progress results and next steps for improvement in bus maintenance.

CURRENT STATUS:

Chief Operating Officer Andy Burke will present the 2020 Bus Maintenance Audit Update at the meeting.

APPROVED:



Director of Service Quality

June 18, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of upcoming procurement projects

Meeting Date: 06/24/2021

BACKGROUND:

Project Name: ITB – Bus Seat Inserts

- Brief Description: This solicitation is for the purchase of new seat and backrest inserts to replace the existing seats and backrests in the fixed route bus fleet.
- Anticipated Publish Date: June 2021
- Estimated Project Value: \$500,000 - \$600,000

Project Name: 60' Articulated Bus Purchase

- Brief Description: Capital fleet replacement plan for 60' Articulated buses, 14 clean diesel 60' articulated buses to replace 14 NABI 60' articulated buses.
- Anticipated Publish Date: June 2021
- Estimated Project Value: \$20,000,000

Project Name: Myatt Scale Removal & Paving Rehabilitation

- Brief Description: This project will remove the weigh scale at the Myatt entrance gate and put new paving in the affected area.
- Anticipated Publish Date: June 2021
- Estimated Project Value: \$300,000 – \$400,000

Project Name: Real Estate Services

- Brief Description: This project is to engage real estate professional services to assist in the location of properties for easement, lease, or purchase for future transit centers, park and ride lots or other facilities.
- Anticipated Publish Date: June 2021
- Estimated Project Value: \$500,000

Project Name: ITB – Clarksville Pike & 26th Avenue Building Demolition

- Brief Description: This project will demolish the existing buildings at the site of the new Transit Center.
- Anticipated Publish Date: June 2021
- Estimated Project Value: \$150,000 - \$250,000

Project Name: ITB – Clarksville Pike & 26th Avenue Removal of Underground Storage Tanks and Hydraulic Lifts and Site Grading

- Brief Description: This project will remove the underground storage tanks and hydraulic lifts from the site of the planned Transit Center and will grade the site in preparation for construction.
- Anticipated Publish Date: June 2021
- Estimated Project Value: \$200,000 - \$300,000

Project Name: RFP Downtown Traffic Study

- Brief Description: As identified in the Mayor's Transportation plan, the project seeks professional services to conduct a comprehensive traffic study of the downtown area to assess and forecast trends and establish priorities for investments, policies, and regulatory actions to manage and improve access within the downtown core.
- Anticipated Publish Date: July 2021
- Estimated Project Value: \$750,000 - \$1,000,000

Project Name: Admin Vehicle, Van, and Bus Batteries

- Brief Description: This project is to determine a supplier for all of our battery requirements for WeGo's rolling assets.
- Anticipated Publish Date: July 2021
- Estimated Project Value: \$100,000 – \$150,000 annually

Project Name: RFP – Air & Surface Purification System

- Brief Description: This solicitation is for the purchase of and Ultraviolet Light Bus Interior Air and Surface Disinfecting System to be installed in bus and paratransit vehicles
- Anticipated Publish Date: July 2021
- Estimated Project Value: \$500,000 - \$600,000

Project Name: Admin Vehicle, Van, and Bus Tires

- Brief Description: This project is to determine a supplier to furnish tires for all revenue and non-revenue vehicles.
- Anticipated Publish Date: August 2021
- Estimated Project Value: \$ 300,000 – \$600,000 annually

Project Name: RFP Escalator Modernization (Rebuild)

- Brief Description: The project seeks a contractor to provide an escalator modernization rebuild solution.
- Anticipated Publish Date: August 2021
- Estimated Project Value: \$675,000 - \$1,000,000

Project Name: RFP Elevator & Escalator Preventative Maintenance

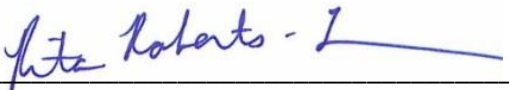
- Brief Description: The project seeks a contractor to provide maintenance, repair and related services for full-service elevators, escalators, and chair/platform lifts.
- Anticipated Publish Date: November 2021
- Estimated Project Value: \$200,000 - \$250,000

CURRENT STATUS:

Pursuant to earlier Board discussion, 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 of staff, no discussion is planned at the meeting. This material is provided for information only.

APPROVED:



Chief Administrative Officer

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-018	Meeting Date:	06/24/2021
Item Title:	Nestor Modernization Study Task Order		

BACKGROUND:

In March 2017, the Board approved the award of a contract to HDR Engineering, Inc. for task-order based program management consultant services to support the implementation of the nMotion strategic plan. The contract had a base duration of three years with two one-year renewal options and a maximum annual value of \$4.5 million.

In 2020, HDR was issued a task order to assess the Nestor Facility's existing conditions, operations, and limitations and identify future needs. The Nestor site is approximately 15.5 acres and is located about 1.5 miles from downtown Nashville. The facility's location provides efficient access to WeGo Central as well as many routes within WeGo's transit network. The Nestor facility currently provides all fixed-route and paratransit operations and maintenance including vehicle dispatch, storage, cleaning, fueling. Additionally, the facility houses administrative facilities and parking for approximately 550 employees. While the facility is serviceable, existing conditions limit efficient site circulation and vehicle storage. These inefficiencies also exist within the main building as open areas are underutilized, while service bays are undersized limiting space for vehicle maintenance. The site is bound by the Cumberland River to the north. The site flooded in 2010 and has been evacuated twice since 2019 due to rising river levels. Future improvements to the site would be constrained in part due to the floodplain and required upgrades for stormwater management. HDR also evaluated the site's potential for fleet conversion to utilizing alternative fuels. Alternative fueling technologies are possible on the site but would require electrical and/or gas services to the site to be significantly upgraded and installed above the floodplain.

The Nestor Facility Modernization Study will evaluate various alternatives to modernize the existing facility to provide more efficient use of space, equip the facility to service the new generation of buses, improve staff spaces, and provide up-to-date safety and security features. In addition to identifying modernization options, the study will also look at potential relocation options should modernization prove infeasible due to site constraints. It will provide high level cost estimates for both modernization and relocation to assist the Board in making future decisions about the facility.

CURRENT STATUS:

HDR's contract is entering its final option year and will expire in June 2022. The study has a duration of nine months and is expected to be completed within the term of the contract. The contract has a remaining balance of \$7.9 million and will not require additional funding for this task order.

The contract has a DBE participation goal of 9.53%. To date, HDR has achieved 22% DBE participation on its contract task orders; this task order for the Nestor Modernization Study includes DBE participation of 21.76% by Connico, a woman-owned business that will provide cost estimating services for this assignment.

RECOMMENDATION:

We request the Board to provide the Chief Executive Officer the authority to enter a Nestor Modernization Study Task Order under the contract with HDR for a base amount of \$358,445, with a contingency amount of \$36,000, for a total not-to-exceed total of \$394,445. The task order will be funded using federal CARES Act funds and has an anticipated schedule of 9 months. Following completion of the study, the scope includes a full presentation to the Board on identified findings and alternative approaches.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-019	Meeting Date:	06/24/2021
Item Title:	FY2022 Proposed Operating Budget		

BACKGROUND:

This action item presents the proposed budget for FY2022 and is a follow up from the May 2021 Board meeting in which we discussed relevant background information that went into the development of the FY2022 budget as well as the impact of COVID-19, the CARES Act, the American Rescue Plan (ARP) and the FY2021-22 Metro Nashville appropriation to the MTA, which was formally approved by the Council on June 15.

Some highlights:

- This budget would increase annual operating expenses by 3.7% over FY2021 to \$93,337,800. while accommodating an annualized increase in service hours of 7% beginning in October. Beyond restoration of service to full pre-pandemic levels in October, it would accommodate an annualized increase in service hours of 7%. Possible enhancements that follow the Better Bus plan are currently out for public comment and will be brought before the Board in July for consideration. The projected cost per service hour would increase at a reasonable rate of 1.35%.
- The Metropolitan Council adopted Mayor Cooper's proposal to fund Metro Transit Authority services at \$51,835,900. This is \$200,000 above our original baseline service request but does not address the "tier 2" request of \$3,200,000 for 9 months of Better Bus enhancements. If the Board decides to move forward with these enhancements, they would be funded with Federal American Rescue Plan Act funds for FY2021-22 and we will include a full year of these expenses in our baseline funding request to Metro Nashville for FY2022-23.
- Various categories of operating revenues show large increases over last year as we see recovery from the pandemic beginning. They are not budgeted at levels approaching pre-pandemic levels.
- A noteworthy change is the proposed use of pandemic-related funding for operating expenses and the elimination of Federal Capital Operating Reimbursements and ADA Reimbursements from the budget. In prior years, these reimbursements were (essentially) a transfer of funds from Federal resources available to fund our capital improvements budget over to eligible expenses in the Operating Budget. With the availability of pandemic relief funding through the CARES Act and American Rescue Plan Act, our normal formula Federal funds will be available to fund capital projects you will be considering this month. As relief funding is depleted, we will need to return to the practice of moving capital funds into the operating budget.
- Beyond the additional Bus Operators needed to support potential service expansion, additional positions will be required in operations supervision (Transportation and Maintenance) and Facilities to support the service expansion, particularly for extended service hours. In addition, the projected opening of the Hillsboro Transit Center in the Fall will increase fixed costs.

The following summary highlights the increases and decreases in revenues for this proposed budget compared to FY 2021:

Increase in Fare and Contract Revenue	\$590,300
Decrease in Advertising Revenue	(\$102,800)
Increase in Non-Transportation Revenue	\$605,300
Increase in Metro Subsidy	\$24,520,200
Increase in State Operating	\$120,700
Decrease in Federal Capital Reimbursements	(\$19,837,500)
Use of American Rescue Plan Funding	\$20,103,200
Decrease use of CARES Act Funding	(\$25,898,300)
Use of American Rescue Plan funding	\$3,200,000
Total Revenue Increase	<u>\$3,301,100</u>

- The increase in fare revenues represents the estimated recovery from the pandemic lows that we hope to see in our ridership. This increase is estimated to be at 60% to 70% of pre-COVID fare revenues. CARES Act funding will be used to cover the operating expenses that would have been covered by the lost revenue. Contract revenues include a proposed 3% increase in the hourly rate charged to RTA with services proposed to return to full service with the Fall service changes for the Southeast Corridor contracted service. It also reflects staff's intention to recommend that "fare capping" be incorporated into our fare structure when the QuickTicket system comes online later in the fiscal year.
- The decrease in advertising revenues is primarily due to the impact the pandemic has had on advertising in general and the fact that more buses are being transitioned over to the WeGo branding thus impacting the number of buses in the fleet available for traditional advertising other than full wraps.
- Other non-transportation revenues are increasing as our tenants, Dunkin Donuts and Premier Parking, continue to recover from the impacts of the pandemic. We hope that both tenants will be back to full rental payments sometime during FY2022. CARES Act funding will be used to cover our overall operating expenses should rent revenues not reach budgeted expectations.
- The increase in Metro Government's subsidy represents adopted Metro Nashville budget for FY2022 which restores the \$22.8 million in Nashville MTA's subsidy funding plus inflation.
- The increase in State operating support represent a 2.4% increase from the prior year.
- The decrease in federal operating reimbursements and the increase in ARP represent a swapping of grant dollars to free up Federal 5307 Capital formula funding for capital projects and utilize American Rescue Plan dollars for operations as previously discussed. With the requirements surrounding the use of ARP funding being somewhat more restrictive we proposed this swap to use ARP dollars more expediently and at the same time allow federal 5307 capital to be used as it is intended on the capital plan. The reason that the ARP amount is greater than the federal reimbursement is an assumed 2% increase traditionally requested for increased preventive maintenance costs.
- The decreased use of CARES Act is primarily due to the restoration of the Metro Subsidy, modest increases in fare revenues and some reduction in COVID related expenses. The anticipated use of CARES Act funding is based upon the combination of lost revenues, cleaning supplies, additional labor related to enhanced cleaning and disinfecting practices that will continue.

The following summary highlights the increases and decreases in operating expenses for this proposed budget compared to FY 2021:

Labor	\$1,023,800
FICA, Pension and Workers' Comp	\$576,400
Health Insurance	\$1,710,400
New Positions	\$1,765,100
Fuel	(\$1,443,900)
Other Services	(\$200,300)
Parts, Materials, and Supplies	(\$255,300)
Liability Insurance	\$67,500
Other	\$57,400
Total Expense Increase	<u>\$3,301,100</u>

- Labor costs are increasing primarily a result of contractual wage increases and scheduled wage step increases for union wages as stipulated in our collective bargaining agreement. There is also additional labor expense associated with proposed service improvements for phase 1 of the Metro Nashville Transportation Plan that are explained below.
- The increased FICA, Pension and Workers' Comp cost directly relate to the corresponding increase in overall labor costs described above plus additional FTEs being added for proposed service increases. The actuarially determined employer contribution rate of 8% for our pension plan contributions remains unchanged for the FY2022 budget based upon actuarial analysis.
- An increase of approximately 11.6% in health care coverage is anticipated due to increased medical claim costs, administrative costs and actuarial results, as well as increases associated with adding additional FTEs for the proposed service increases.
- This increase in new positions are associated with proposed service increases included in the Metro Nashville Transportation Plan, anticipated needs with the opening of the Hillsboro Transit center as well as positions related to facilities and cleaning as a result of the pandemic that will remain in place as a part of our resiliency planning. Positions proposed to be added include 25 additional bus operators, 2 dispatchers, 2 operations supervisors, 2 maintenance shop supervisors, 4 building specialists and 6 general helpers.
- Decreases in fuel costs are the result of new diesel and gasoline fuel hedging contracts. We hedge approximately 80% of our diesel and 75% of our gasoline consumption. FY 2022 hedging contract prices for diesel are decreasing from an average of \$1.82 per gallon this year to a new contractual diesel hedge price in FY2022 of \$1.23 per gallon. Unleaded fuel hedge prices are also decreasing from an average of \$1.55 this year to an average contracted price in FY2022 of \$0.97 per gallon. The decrease in fuel will be partially offset by the additional fuel needed for the proposed new services included in the budget.
- The decrease in Other Services is primarily due to significant reductions in our Access on Demand and overflow expenses related to decreased overall ridership when compared to FY2021 which was budgeted at pre-COVID ridership levels. This decrease was partially offset by increased security related to the extended service hours included in the proposed new service as well as increases in software maintenance fees related to our Trapeze software and licensing fees associated with our new fare collection system.
- The decrease in parts, materials and supplies is primarily related to a reduction in cleaning supplies needed to adhere to new standards set by the Health Department for cleaning and disinfecting our revenue fleet. While we will be continuing these enhanced cleaning practices, the current year's budget estimate was much larger than what actual usage has been during the current year. This decrease was partially offset by increases in parts maintenance related to general inflationary increases to the cost of parts as well as expenses associated with the proposed new service increase.

- The increase in property and liability insurance is directly related to our revenue fleet. Property damage premiums are directly proportional to total asset values of our revenue fleet.
- This increase in other expenses is due to inflationary increases in anticipated utility costs and administrative expenses.

Controller Shelly McElhaney and Chief Executive Officer Steve Bland will lead a discussion on the information presented above with the Board.

RECOMMENDATION:

We recommend the Board to adopt the FY2022 budget as presented here.

APPROVED:

Board Secretary

June 18, 2021

Date

Metropolitan Transit Authority

FORECAST (FY2021 - FY2023)

Metro Cut \$21.3m & Reduced Other Revenues +CARES

6/15/2021

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Account Number	Account Description	FY2022 PROPOSED	FY2021 FINAL BUDGET	FY2022 vs FY2021 Budget Variance	% Var	FY2023 FORECAST	FY2024 FORECAST	FY2025 FORECAST
401010	FULL ADULT FARES	2,849,030	2,609,900	239,130	9.2%	3,276,920	3,769,000	4,146,240
401020	SENIOR CITIZEN FARE	645,000	425,000	220,000	51.8%	741,750	853,010	938,310
401030	STUDENT FARE	555,000	555,000	0	0.0%	638,250	733,990	807,390
Passenger Fares		4,049,030	3,589,900	459,130	12.8%	4,656,920	5,356,000	5,891,940
401050	ACCESS FARES	513,250	425,000	88,250	20.8%	590,240	678,780	746,660
Access		513,250	425,000	88,250	20.8%	590,240	678,780	746,660
402040	CONTRACT SERVICES - TRANSPORTATION	2,037,480	1,994,587	42,893	2.2%	2,078,230	2,119,790	2,162,190
405010	CONTRACT SERVICES- MANAGEMENT RTA	1,044,070	1,044,070	0	0.0%	1,064,950	1,064,950	1,086,250
Contract Revenue		3,081,550	3,038,657	42,893	1.4%	3,143,180	3,184,740	3,248,440
406030	ADVERTISING SALES REVENUE	502,070	604,900	(102,830)	-17.0%	512,110	522,350	532,800
Advertising		502,070	604,900	(102,830)	-17.0%	512,110	522,350	532,800
407010	MISC INCOME: NON-TRANSPORTATION	128,200	128,200	0	0.0%	130,760	133,370	136,040
407030	RENTAL OF BUILDING & PROPERTY	1,187,865	582,600	605,265	103.9%	1,211,620	1,235,850	1,260,570
40799-408	OTHER RECEIPTS	20,000	20,000	0	0.0%	20,400	20,810	21,230
Other Non-Transportation Revenue		1,336,065	730,800	605,265	82.8%	1,362,780	1,390,030	1,417,840
		2,200,000						
409010	LOCAL ASSISTANCE	51,835,900	27,315,700	24,520,200	89.8%	59,262,650	61,040,500	62,871,700
411010	STATE ASSISTANCE	5,098,610	4,977,900	120,710	2.4%	5,200,580	5,304,590	5,410,680
411010	CMAQ	0	0	0		0	0	0
	JARC & NEW FREEDOM	0	0	0		0	0	0
	RESCUE ACT FUNDING	23,303,190	0	23,303,190	#DIV/0!	22,940,055	0	0
	CARES ACT FUNDING	3,618,135	29,516,373	(25,898,238)	-87.7%	1,639,365	4,031,160	4,262,620
Operating Assistance		83,855,835	61,809,973	22,045,862	35.7%	89,042,650	70,376,250	72,545,000
422223	CAPITAL OPERATING REIMBURSEMENT	0	17,212,435	(17,212,435)	-100.0%	0	18,265,970	18,631,290
422224	CAPITAL ADA REIMBURSEMENT	0	2,625,000	(2,625,000)	-100.0%	0	2,750,000	2,750,000
Capital Revenue		0	19,837,435	(19,837,435)	-100.0%	0	21,015,970	21,381,290
TOTAL REVENUE		93,337,800	90,036,665	3,301,135	3.7%	99,307,880	102,524,120	105,763,970

Metropolitan Transit Authority

FORECAST (FY2021 - FY2023)

Metro Cut \$21.3m & Reduced Other Revenues +CARES

6/15/2021

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Account Number	Account Description	FY2022 PROPOSED	FY2021 FINAL BUDGET	FY2022 vs FY2021 Budget Variance	% Var	FY2023 FORECAST	FY2024 FORECAST	FY2025 FORECAST
501-ALL	SALARIES & WAGES	38,526,315	36,262,880	2,263,435	6.2%	39,964,110	40,963,260	41,987,340
502-PTO	PTO BENEFITS	5,102,910	4,673,310	429,600	9.2%	5,296,070	5,428,480	5,564,140
502010	EMPLOYER F.I.C.A.	3,319,350	3,113,860	205,490	6.6%	3,443,660	3,529,760	3,617,990
502020	PENSION	3,445,590	3,231,890	213,700	6.6%	3,574,950	3,664,330	3,755,930
502030-40	HOSP, MEDICAL & SURGICAL PLAN	16,496,050	14,785,690	1,710,360	11.6%	17,972,400	18,918,270	19,910,260
502071	STATE UNEMPLOYMENT INS.	22,290	21,470	820	3.8%	23,240	23,940	24,660
502080	WORKERS COMP	1,257,510	1,101,070	156,440	14.2%	1,311,070	1,350,400	1,390,910
502-FF	OTHER FRINGE BENEFITS	699,100	603,240	95,860	15.9%	724,580	746,340	768,740
Labor & Fringes		68,869,115	63,793,410	5,075,705	8.0%	72,310,080	74,624,780	77,019,970
503023-28	PROMOTIONAL SERVICES & PROJECTS	323,500	302,500	21,000	6.9%	337,290	347,410	357,830
503031	MTA SECRETARY	10,610	10,300	310	3.0%	10,930	11,260	11,600
503032	ATTORNEY'S FEES	195,380	182,700	12,680	6.9%	203,710	209,820	216,110
503033	OUTSIDE AUDITING EXPENSE	82,220	79,825	2,395	3.0%	84,690	87,230	89,850
503034	WEB MANAGEMENT	63,650	61,800	1,850	3.0%	65,560	67,530	69,560
503035	SECURITY SERVICES	2,028,380	1,896,750	131,630	6.9%	2,114,890	2,178,340	2,243,690
503036	INTEREST ON LINE OF CREDIT	96,310	93,500	2,810	3.0%	99,200	102,180	105,250
503037	BANK SERVICE CHARGES	102,540	99,560	2,980	3.0%	105,620	108,790	112,050
503030	ACCESS ON DEMAND	1,480,000	1,877,750	(397,750)	-21.2%	1,524,400	1,570,130	1,617,230
503038	PARATRANSIT OVERFLOW	1,944,000	2,430,000	(486,000)	-20.0%	2,002,320	2,062,390	2,124,260
503039	OTHER SERVICES	2,139,060	1,991,850	147,210	7.4%	2,214,960	2,281,390	2,349,820
503040	TEMPORARY PERSONNEL	26,520	25,750	770	3.0%	27,320	28,140	28,980
503029	COVID-19 TESTING TRANSPORTATION	-	-	-	#DIV/0!			
503050	CONTRACT MAINT - SERVICE	2,637,225	2,277,420	359,805	15.8%	2,716,340	2,805,580	2,897,500
Services		11,129,395	11,329,705	(200,310)	-1.8%	11,507,230	11,860,190	12,223,730
504011	DIESEL FUEL	2,018,080	3,116,480	(1,098,400)	-35.2%	3,244,910	3,406,200	3,508,380
504012	GASOLINE	781,570	1,151,650	(370,080)	-32.1%	1,210,380	1,266,590	1,304,580
504013	LUBRICANTS	371,210	347,110	24,100	6.9%	387,040	398,650	410,610
504014	PROPANE GAS	7,540	7,050	490	7.0%	7,850	8,080	8,320
Fuel		3,178,400	4,622,290	(1,443,890)	-31.2%	4,850,180	5,079,520	5,231,890

Metropolitan Transit Authority

FORECAST (FY2021 - FY2023)

Metro Cut \$21.3m & Reduced Other Revenues +CARES

6/15/2021

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Account Number	Account Description	FY2022 PROPOSED	FY2021 FINAL BUDGET	FY2022 vs FY2021 Budget Variance	% Var	FY2023 FORECAST	FY2024 FORECAST	FY2025 FORECAST
504022	TIRES & TUBES	616,450	576,900	39,550	6.9%	642,580	661,860	681,720
504990	PARTS	3,756,510	3,459,230	297,280	8.6%	3,915,030	4,032,480	4,153,440
504991	M & S GENERAL	772,660	755,500	17,160	2.3%	795,850	819,710	844,290
504995	PRINTING SERVICES	177,460	172,290	5,170	3.0%	182,780	188,270	193,910
504997	OFFICE SUPPLIES	73,900	72,200	1,700	2.4%	76,140	78,450	80,800
504998	JANITORIAL SUPPLIES	374,090	992,000	(617,910)	-62.3%	390,050	401,740	413,780
504999	DATA PROCESS SUPPLIES /GENERAL	61,800	60,000	1,800	3.0%	63,650	65,560	67,530
Parts, Materials & Supplies		5,832,870	6,088,120	(255,250)	-4.2%	6,066,080	6,248,070	6,435,470
505021	ELECTRIC	753,760	725,270	28,490	3.9%	776,370	799,660	823,660
505022	NATURAL GAS	222,790	216,300	6,490	3.0%	229,480	236,370	243,460
505024	WATER & SEWER	70,770	66,680	4,090	6.1%	72,880	75,080	77,330
505025/6	OFFICE TELEPHONES	362,900	367,900	(5,000)	-1.4%	373,790	385,010	396,550
Utilities		1,410,220	1,376,150	34,070	2.5%	1,452,520	1,496,120	1,541,000
506030	LIABILITY & PHYSICAL DAMAGE	2,318,600	2,251,070	67,530	3.0%	2,388,160	2,459,800	2,533,590
Casualty and Liability		2,318,600	2,251,070	67,530	3.0%	2,388,160	2,459,800	2,533,590
507040	LICENSING TRANS VEHICLES	930	900	30	3.3%	960	990	1,020
509011	DUES & SUBSCRIPTIONS	120,030	116,530	3,500	3.0%	123,630	127,330	131,160
509021-3	TRAVEL & TRAINING	226,890	219,560	7,330	3.3%	233,690	240,700	247,920
509071	BAD DEBT EXPENSE - GENERAL	1,600	1,550	50	3.2%	1,650	1,700	1,750
509081-991	MISCELLANEOUS-GENERAL	60,450	56,490	3,960	7.0%	178,720	184,100	189,630
509994	POSTAGE	19,100	18,540	560	3.0%	19,670	20,260	20,870
509995	FREIGHT - PARTS	39,250	38,110	1,140	3.0%	40,430	41,640	42,890
509996	BUS ROADEO EXPENSES	34,810	33,800	1,010	3.0%	35,850	36,920	38,020
512121	LEASE/RENT - STORAGE/EQUIPMT	96,140	90,440	5,700	6.3%	99,030	102,000	105,060
Other		599,200	575,920	23,280	4.0%	733,630	755,640	778,320
TOTAL EXPENSES		93,337,800	90,036,665	3,301,135	3.7%	99,307,880	102,524,120	105,763,970
SURPLUS/(DEFICIT)		-	-	-		-	-	-
RTA Mgmt Fee		(\$1,044,070)	(\$1,044,070)			(\$1,064,950)	(\$1,064,950)	(\$1,086,250)
Taxi Overflow & Access on Demand		(\$3,424,000)	(\$4,307,750)			(\$3,526,720)	(\$3,632,520)	(\$3,741,490)
Net Operating Expenses		\$88,869,730	\$84,684,845			\$94,716,210	\$97,826,650	\$100,936,230
Service Hours Estimated		722,726	698,000			731,526	731,526	731,526
Cost per Hour		\$122.96	\$121.32			\$129.48	\$133.73	\$137.98
Percentage Change		1.35%				5.30%	3.28%	3.18%

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-21-020	Meeting Date:	06/24/2021
Item Title:	Adoption of the FY2022-2026 Capital Investment Plan		

BACKGROUND:

The Nashville Metropolitan Transit Authority's (MTA) Capital Investment Plan prioritizes needs, identifies funding sources, and sets timelines for MTA's capital projects over a five-year period. The plan outlines regulatory, state of good repair, growth and expansion needs that guide the Authority's future project development activity. Generally, projects identified in the first year of the plan are relatively firm in scope and budget while projects in out-years are likely more conceptual.

Staff is presenting a recommended Capital Investment Plan for the period of FY2022-2026. Overall, investments totaling \$41,670,854 are recommended in Year One (FY2022) of the plan, with a total project investment recommendation of \$198,444,931 over the life of the plan. Projects identified in Year One have access to full funding. Overall, we project a balanced capital budget over the full 5 years, while being relatively conservative in estimating future resources.

RECOMMENDATION:

We request the Board to formally adopt the attached FY2022-2026 Capital Investment Plan.

APPROVED:

Board Secretary

June 24, 2021

Date

FY 2022-2026 MTA Proposed Capital Investment Plan

June 24, 2021

The Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors recognizes the need to develop a broad funding policy for the annual Capital Budget to maintain assets in a state of good repair (SGR); to provide improvements to existing service for current riders; and to reflect and advance the initiatives adopted under the nMotion Strategic Service Plan to expand the use of mass transit in Davidson County.

This capital plan generally identifies sources and amounts of projected capital funding available to Nashville MTA as well as a framework for categorizing and prioritizing projects for funding decisions. It goes on to provide descriptions of proposed capital projects and to project available resources for those projects.

The capital plan provides planned projects for a five-year horizon – FY2022 through FY2026. Projects listed for FY2022 generally have been thoroughly scoped and have identified funding sources associated with them. Once approved in the Capital Plan, Nashville MTA board members can next expect to see them reported out in a project delivery phase, such as design or procurement.

Projects listed for FY2023 and beyond are more conceptual in nature, and most will likely require more detailed scoping and the identification of specific funding sources. In the case of State of Good Repair (SGR) projects, these are drawn from our existing fleet plan, as well as recent experience with respect to facility capital maintenance projects. Projects under business improvement and nMotion service expansion/service improvement are listed to facilitate discussion of Nashville MTA priorities among members. Once adopted into the FY2022 Capital Plan, staff will work with funding partners (Federal Transit Administration (FTA), Tennessee Department of Transportation (TDOT), Greater Nashville Regional Council (GNRC), and Metro Nashville) to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include Congestion Mitigation and Air Quality (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, State Improve Act funds, and funding from the Capital Spending Plan of the Metropolitan Government, as well as several smaller sources.

This plan is broadly broken down into the following sections:

- A. Nashville MTA Capital Funding Sources and Amounts:** Describes the typical funding sources for Nashville MTA capital projects.
- B. Capital Funding Strategy:** Broadly describes a ranking process that management uses in advancing capital projects for recommendation to the Board for inclusion. This process is consistent with FTA Asset Management Requirements.
- C. Funding Look Ahead:** A snapshot of where the Nashville MTA stands with respect to likely available funds compared to project needs.
- D. Project Plan Budget:** A listing of proposed projects, scheduled years, and budgets.
- E. Project Descriptions:** A brief description of each project in the project plan budget.

A. Nashville MTA Capital Funding Sources and Amounts

The Nashville MTA receives capital funding from federal, state, and local sources as identified below.

1. Federal 5307 – Urbanized Area Formula Grant

The 5307 federal formula funding is provided to the region based on reported and audited ridership data. Through annual agreements with regional partners at the MPO level, funding is split among Nashville MTA, Regional Transportation Authority of Middle Tennessee (RTA), and Franklin Transit. These funds can also be flexed over to the operational budget to be used for preventative maintenance to some extent, as allowed by FTA regulation. These are typically 80% funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources.

At this time, Nashville MTA can reasonably predict that annually it will receive approximately \$20 million total for Capital needs in 5307 funds including state/local match annually. Nashville MTA typically transfers approximately

\$18 million to the operations budget for preventative maintenance and Americans with Disabilities Act (ADA) service costs, though the specific amount for this transfer is included as part of the annual operating budget process. For plan years FY2021-22 and FY2022-23, this need is mitigated by the availability of Federal Rescue Plan Act funding, described later in this document.

FTA provides 5307 funding to public transit systems in Urbanized Areas (UZA) for public transportation capital projects, planning, job access and reverse commute projects, and operating expenses in certain circumstances.

Eligible activities include:

- Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies;
- Capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and
- Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.
- All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs.
- Population of an urbanized area is among the variables that factor into the calculation of these formula grant amounts. Population is based on the most recently completed census. Once the 2020 census numbers are certified and released, two specific possibilities may have a negative impact on funding available to Nashville MTA:
- The Nashville-Davidson Urbanized Area could exceed one million for the first time. This will place Nashville MTA in a different funding tier, among the largest metropolitan areas of the nation, and could have a negative impact on funding; and
- The City of Murfreesboro may be included in the Nashville-Davidson Urbanized area, adding their transit system –Murfreesboro Rover to the regional mix of transit operators – Nashville MTA, RTA, Rover, and Franklin Transit – sharing these funds.

This issue also impacts other federal formula funded programs.

2. Federal 5339 – Bus and Bus Facilities Grant

The 5339 federal formula funding is provided to the region based on reported and audited bus ridership data. Through annual agreements with regional partners, funding can be split among Nashville MTA, RTA, and Franklin Transit. As with 5307 funding, these are typically 80% funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources.

At this time, the region can reasonably predict that annually it will receive approximately \$2 million for Capital needs in 5339 funds and state/local match annually. As Nashville MTA provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly shared with RTA and Franklin Transit requires significant paperwork for limited revenue to those agencies. By mutual agreement, Nashville MTA receives the full allocation of regional 5339 funding.

FTA provides 5339 funding to states and transit agencies through a statutory formula for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

3. Federal Congestion Mitigation and Air Quality (CMAQ)

These are federal funds that are allocated by TDOT through a competitive grant process. These funds typically are 80% federal and require a state or local match. Nashville MTA can apply to TDOT for capital funding for bus replacements, Park & Rides, and other projects that would result in a reduction of vehicle congestion and an associated improvement of local or regional air quality.

MTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. However, MTA does review shovel ready projects in its capital budget to submit CMAQ applications each year as eligible. As the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO (GNRC) to evaluate the best candidate projects for CMAQ funding.

4. Federal Surface Transportation Program (STBG)

These are funds that are managed and allocated by the MPO. Nashville MTA can apply for these funds for use on capital projects, engineering, planning studies, and similar activities. These funds are also typically are 80% federal and require a state or local match.

Nashville MTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. Like CMAQ, as the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO to evaluate the best candidate projects for STBG funding.

5. State IMPROVE Act Program

These are state funds that are allocated by TDOT through a competitive grant process. These funds require a local match. Nashville MTA can apply to TDOT for funding for a broad range of transit capital projects.

Nashville MTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. However, Nashville MTA does review shovel ready projects in its capital budget to submit IMPROVE Act applications each year. Recent year awards include Nolensville Pike bus stop enhancements and the North Nashville Transit Center. TDOT's FY2021-22 budget significantly reduces the availability of this funding source, so it will be of limited applicability in the coming year. TDOT hopes to restore these funds in future years.

6. State Grant Match

Nashville MTA relies on state funding to provide matches to federal funds, typically in the amount of 10% of total project cost.

7. Local Capital Funding and Grant Match

Nashville MTA relies on local funding to provide matches to federal funds. Nashville MTA also makes annual requests of 100% capital funding for specific capital needs including finding the annual fleet replacement needs for bus and paratransit vans. Metro may also fund projects that are aligned with the needs of Metro and Nashville MTA including projects such as design and construction of Neighborhood Transit Centers.

Funding is based on local approval of annual budgets. In order for Nashville MTA to obligate funds to projects, funding for the project must be authorized through the Council-adopted Capital Spending Plan (CSP). Besides the grant match amounts, Metro's FY2022 CSP includes \$2 million for shelter improvements and neighborhood transit centers development. Prior to consideration in the CSP, projects must be identified in the Council-approved Capital Improvement Budget (CIB). The CIB is a planning document that communicates a wide variety of capital projects and indicates the extent to which these projects are consistent with the City's Comprehensive Plan. Funding of CIB project through the CSP is dependent on the level of capital funding in a particular year relative to planned projects.

Metro Council just approved a new CIB. Nashville MTA projects included in the CIB include matches to our Federal and State grants, WeGo Access replacement buses, fixed route transit replacement buses, stop and shelter improvements, and neighborhood transit centers projects. Nashville MTA also serves as a conduit for RTA capital budget requests. RTA projects in the CIB include federal and state grant matches, WeGo Star rail upgrades, and improvements at Donelson Station on the WeGo Star to support the pending transit-oriented development in that neighborhood. As part of the negotiation with Council for the FY2021-22 Metro Operating Budget, Mayor Cooper committed to include a total of \$26 million in funding for transit in the next Capital Spending Plan, which would result in a true obligation of funds to projects. This includes grant matches, full capital projects, and encompasses both MTA and RTA funding. As such, this figure has been incorporated into the plan.

8. Other

When projects deemed to be a Nashville MTA priority cannot be funded through traditional formula sources, a dialogue is initiated with potential outside funding partners (i.e.: TDOT, GNRC, etc.) to identify other potential sources of funds. Other sources include grants from other federal, state, or local entities. Nashville MTA continuously reviews opportunities to apply for grants to support capital projects. Occasionally, there may be truly unique circumstances that generate other funds. Examples of some of the types of funding in play now include Federal "HOPE" funding toward the North Nashville Transit Center, FTA COVID Research funds to a reliability improvement project, and partner funding from the Nashville Downtown Partnership for the proposed Downtown Traffic Study.

B. MTA Capital Funding Strategy

The Nashville MTA capital funding strategy prioritizes the agencies needs to maintain assets in a state of good repair; to provide improvements to existing service for current riders; and to reflect and advance the initiatives adopted under the nMotion Strategic Service Plan to expand the usage of mass transit. Projects are categorized in the following order of priority.

1. Safety / Regulatory Projects

Completing projects required for safety or by law/regulation is at the top of Nashville MTA's priority list.

Capital projects for FY2022 in this category include mandatory software upgrades to two-way communications devices required in for our maintenance functions to assure continued compliance with Federal Communications Commission (FCC) regulations and update requirements to systemwide demographic and socio-economic data as well as updating the Transit Asset Management Plan.

2. Transfer of Federal Capital Funds to Operational Preventative Maintenance and ADA

Nashville MTA transfers Federal 5307 capital dollars for operational preventative maintenance and ADA needs. The amount transferred annually is reviewed to balance the needs of system maintenance and system capital projects. With the approval and execution of a long-term ground lease for the North Nashville Transit Center site last year, this will be an additional line item funded in this category.

3. State of Good Repair (SGR)

Maintaining the existing transit system in a state of good repair is also one of Nashville MTA's highest priorities. Having well maintained, reliable transit infrastructure will help ensure safe, dependable, efficient, and accessible services.

Capital SGR projects include routine vehicle repair and replacement; infrastructure rehabilitation, replacement, and repair; and routine replacement of information technology (IT) assets.

4. Business Improvements

In order to provide increase staff efficiency and improve business processes, Nashville MTA will review and upgrade or implement strategic process improvements to streamline business efforts and increase effective use of existing resources.

5. nMotion Service Improvements

In order to provide increasingly meaningful service to Davidson County and Middle Tennessee residents, Nashville MTA will improve its existing service making it easier to use, more convenient, comfortable, more efficient, and accessible. nMotion recommendations for service improvements include:

- Neighborhood transit centers;
- New and expanded passenger waiting shelters;
- Capital investments supporting bus service improvements (such as bus fleet expansion)
- Planning and project development support for emerging nMotion initiatives, such as high capacity transit corridors.

C. Nashville MTA Capital Funding Look Ahead

The chart below illustrates the reasonably predicted sources and amounts of funds available to the Nashville MTA for capital projects for FY2022 through FY2026. In addition to recurring sources, Nashville MTA has access to carryover funds from prior project years. These funds generally become available through reprogramming of project funds for projects that could not be completed, projects coming in under budget, etc. Nashville MTA will carry approximately \$23.1 million of total funding into FY2022 capital projects. This balance of prior year funds has decreased dramatically from previous years as WeGo Public Transit has invested in key projects for bus replacement for aging vehicles, State of Good Repair Projects at WeGo Central and Nestor facilities, expansion of the stop and shelter program, and significant progress on the Hillsboro and North Nashville Transit Center Projects.

Nashville MTA has approximately \$41.7 million in project capital needs for FY2022 and known funding committed in the amount of \$49.2 million with another \$23.1 million of prior year funding. As such, the "known year" of the plan is more than fully funded and, if the plan is approved by the Board, you can expect "next

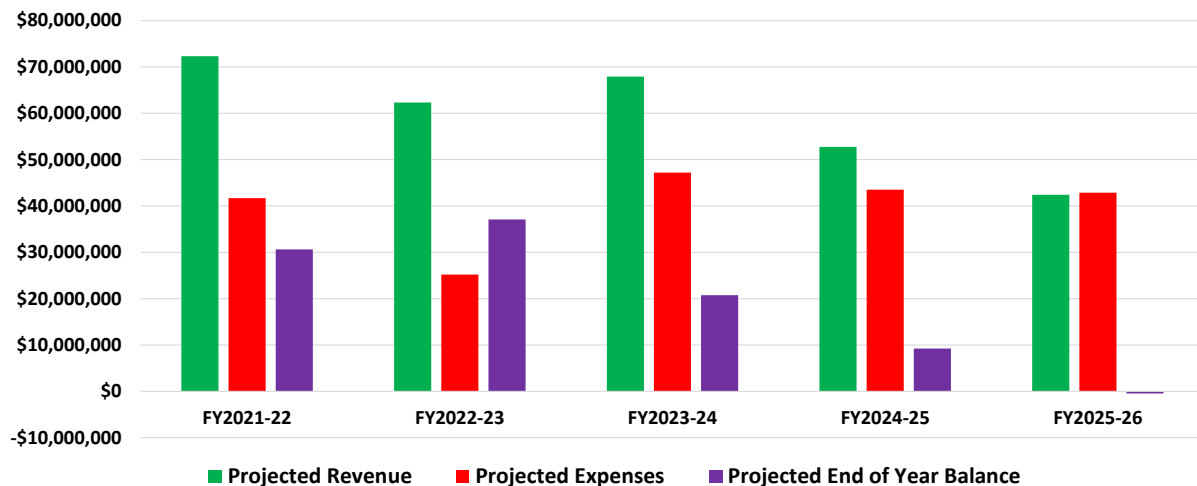
actions” to be actual project delivery. Over the longer-term, although this figure appears to be extremely high, you will note that the annual capital budget (while balanced) sees declining carryover balances through the years. Nashville MTA is assuming Metro matching funds against federal and state funding will be awarded. Until FY2019, Metro provided significant capital funding beyond the minimum required for grant matches. However, the City’s declining financial condition prevented this from FY2019 through FY2020. For FY2021, following passage of the Metro Transportation Plan, the City included a total of \$6.6 million in capital spending plan funds for WeGo Public Transit, including minimum grant matches, \$1.5 million for shelter expansion and \$500,000 to advance future transit center development. These certainly represent progress, but would be wholly insufficient on an ongoing basis to come close to carrying out the ambitions that the City’s Transportation Plan has for public transportation. During negotiations between the Mayor’s Office and Metro Council, Mayor Cooper committed to a total of \$26 million in capital funding to WeGo Public Transit in the City’s next Capital Spending Plan (\$4.2 million for MTA Grant Matches, \$0.8 million for RTA Grant Matches, and \$21 million for various other MTA projects). The Administration tentatively plans to issue another Capital Spending Plan in the Fall of 2021, but this is subject to its formal submission to (and approval by) the Metropolitan Council. Although the Mayor’s commitment and general support of the Council lead to optimism over these prospects, the funds are not committed until these steps are complete. The most significant risk to this source is the pending property tax referendum, now in the courts. If the ballot measure is successful in repealing last year’s property tax increase, it is highly unlikely that Metro will entertain a Capital Spending Plan in 2021.

Based on recent trends in formula funding and ongoing discussions with entities such as TDOT and GNRC, the following table projects funding we can reasonably expect to receive over the five years of this plan:

Funding Source	Prior Year Balance Remaining	Revenues FY2022	Revenues FY2023	Revenues FY2024	Revenues FY2025	Revenues FY2026	Total Available
Prior Year Carryover	\$ -	\$ 23,102,066	\$ 30,638,626	\$ 37,103,961	\$ 20,736,963	\$ 9,220,772	\$ -
Section 5307 - Urbanized Area Formula	\$ 14,768,765	\$ 19,088,601	\$ 19,661,259	\$ 20,251,097	\$ 20,858,630	\$ 21,484,389	\$ 116,112,740
Section 5339 - Bus and Bus Facilities	\$ 5,040,518	\$ 1,611,322	\$ 1,679,275	\$ 1,729,653	\$ 1,781,543	\$ 1,834,989	\$ 13,677,300
FTA HOPE & COVID Research & Development Grants	\$ -	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ 720,000
Congestion Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Surface Transportation Block Grant	\$ 4,034,942	\$ -	\$ 4,000,000	\$ 2,435,000	\$ 2,885,000	\$ 3,355,000	\$ 16,709,942
Improve Act	\$ 5,166,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,166,995
Metro Local Capital Spending Plan	\$ 11,795,670	\$ 21,000,000	\$ -	\$ -	\$ -	\$ -	\$ 32,795,670
State Formula Match	\$ 2,327,081	\$ 2,587,490	\$ 2,134,053	\$ 2,198,075	\$ 2,264,017	\$ 2,331,938	\$ 13,842,655
Metro Grant Match	\$ 5,207,227	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 4,200,000	\$ 26,207,227
Total	\$ 48,341,197	\$ 72,309,480	\$ 62,313,213	\$ 67,917,786	\$ 52,726,153	\$ 42,427,087	\$ 225,232,528
Less Funds Committed to Ongoing Projects	\$ 25,239,131	\$ 41,670,854	\$ 25,209,252	\$ 47,180,823	\$ 43,505,381	\$ 42,878,621	\$ 198,444,931
Funds Available for Ensuing Year	\$ 23,102,066	\$ 30,638,626	\$ 37,103,961	\$ 20,736,963	\$ 9,220,772	\$ (451,534)	

These projections are relatively conservative, insofar as they assume no funds under the IMPROVE Act, which is a competitive discretionary program; or 100% Metro Capital funds beyond the total of \$26 million committed by Mayor Cooper as part of the FY2021-22 Metro budget process. These figures do assume that Metro will continue to provide the minimum local match required to receive available state and federal funds. The most significant risk to the program beyond the availability of Metro funding is the potential impact of the 2020 census on our federal formula funding, as described above. The IMPROVE Act funds have been a significant source of project funding since their inception in 2018. However, the 2021-22 State Budget reduces funding to this program by about 70%, so they are unlikely to be a significant source for FY2021-22. You will note from the chart below that we project the overall five-year plan to have a funding gap of just over \$451,534 (<1% of the overall recommended program expenditure). This is not a material concern, as we can reasonably anticipate discretionary funding in excess of this amount over the five-year program. Larger risks reside in the impact of the 2020 census on ongoing federal revenue, and the ability of Metro Nashville to continue to provide matching funds for available state and federal dollars. In the event program funding does fall short, first-priority will need to go

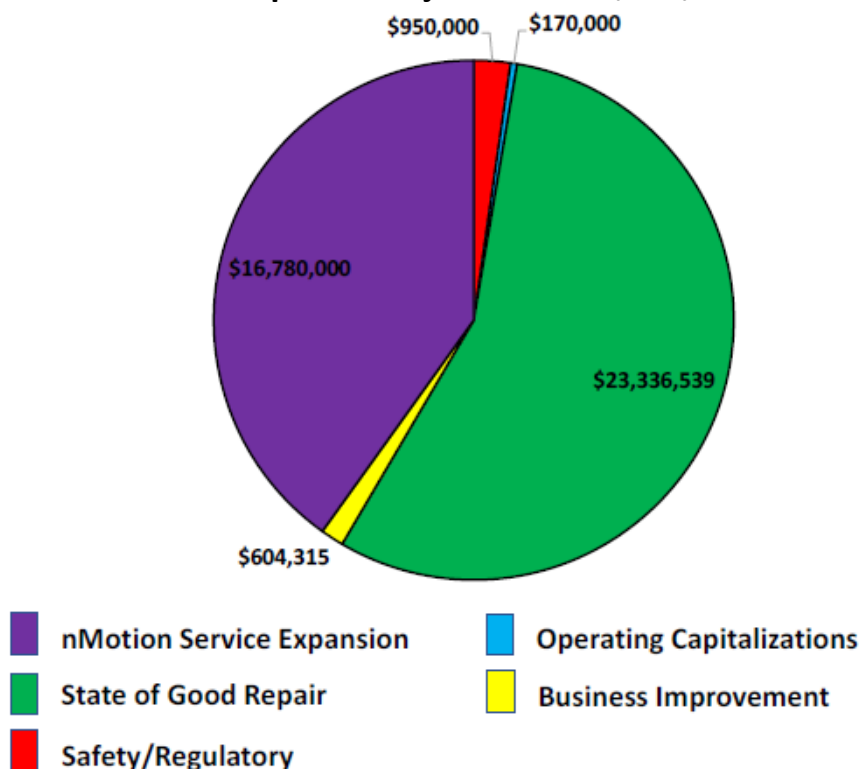
to safety and regulatory Projects and State of Good Repair Projects.



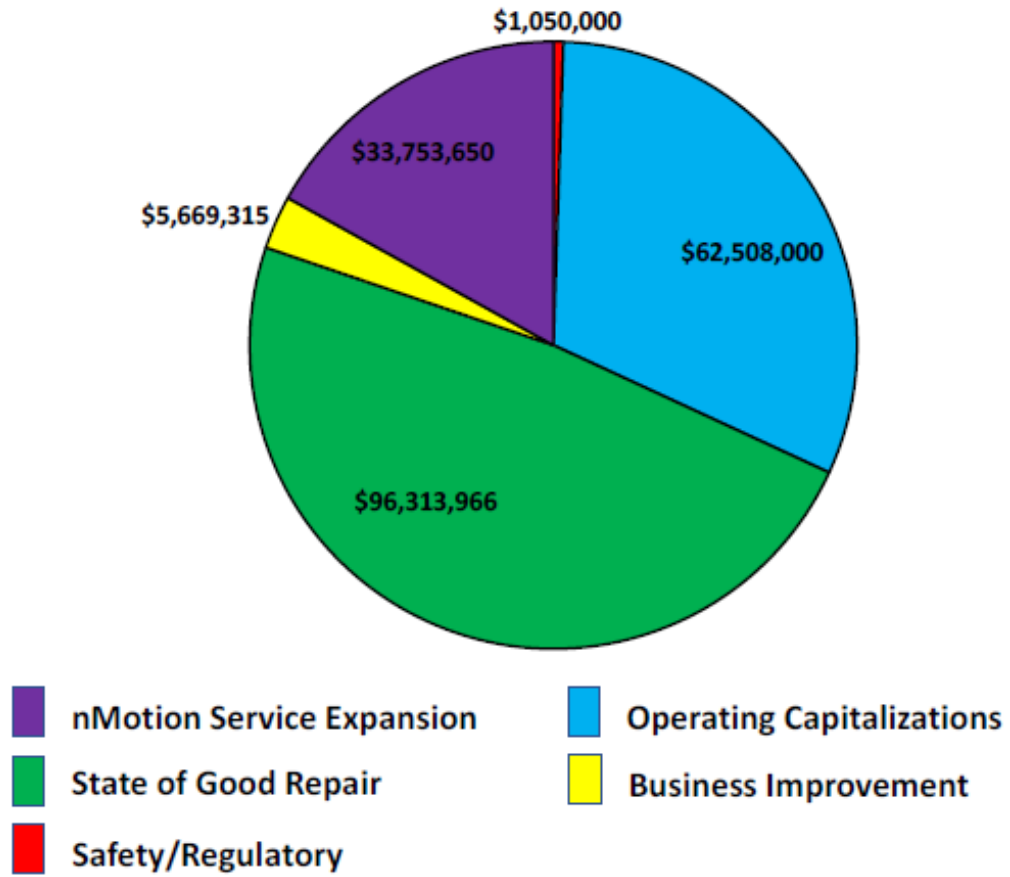
FY2022-2026 Annual Capital Funding Projections

The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major funding categories in FY2022, and the second illustrates the recommended distribution among major funding categories for the five-year span of the plan – FY2022 through FY2026.

FY2022 MTA Proposed Project List: \$41,670,854



FY2022-2026 MTA Proposed Project List: \$198,444,931



D. Project Plan Budget (1 of 2)

The recommended project plan detailed budget tables follow:

Project Expenses			FY2022	FY2023	FY2024	FY2025	FY2026	Total
1 - Safety and Regulatory Projects								
A. Upgrade Motorola P-25 800MHz Radio Communications			\$ 200,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 300,000
B. Origin-Destination Survey Update			\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ 550,000
C. Transit Asset Management Plan Update			\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Total Safety and Regulatory -			\$ 950,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,050,000
2 - Operating Budget Capitalizations								
A. Annual Preventive Maintenance/ADA Complementary Paratransit			\$ -	\$ -	\$ 20,182,000	\$ 20,533,000	\$ 20,943,000	\$ 61,658,000
B. North Nashville Transit Center Ground Lease			\$ 170,000	\$ 170,000	\$ 170,000	\$ 170,000	\$ 170,000	\$ 850,000
Total			\$ 170,000	\$ 170,000	\$ 20,352,000	\$ 20,703,000	\$ 21,113,000	\$ 62,508,000
3 - State of Good Repair Projects								
<u>Rolling Stock (Revenue)</u>								
A. 12-Year Heavy Duty Bus Replacement - Fixed Route			\$ 12,419,913	\$ 9,000,000	\$ 9,225,000	\$ 14,420,000	\$ 13,800,000	\$ 58,864,913
B. 5-Year Body-on-Chassis Bus Replacement			\$ 3,718,000	\$ 3,093,376	\$ 3,217,111	\$ 3,178,506	\$ 3,305,646	\$ 16,512,639
Total Revenue Vehicle Replacement -			\$ 16,137,913	\$ 12,093,376	\$ 12,442,111	\$ 17,598,506	\$ 17,105,646	\$ 75,377,552
<u>Equipment</u>								
C. Non-Revenue Vehicle Replacement			\$ 600,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,000,000
D. Information Technology Routine Hardware, Software & Office Equipment Replacement			\$ 425,000	\$ 400,000	\$ 450,000	\$ 450,000	\$ 500,000	\$ 2,225,000
E. OnBoard & OnStreet IT Equipment Replacement			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
F. Wireless Projects			\$ 248,600	\$ -	\$ -	\$ -	\$ -	\$ 248,600
Total Equipment -			\$ 1,373,600	\$ 600,000	\$ 650,000	\$ 650,000	\$ 700,000	\$ 3,973,600
<u>Facilities</u>								
G. Myatt Building Shop Trench Fill			\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
H. Facility Maintenance & Capital Replacement			\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,000,000
I. Nestor Facility Phased Maintenance Facility and Site Rehabilitation/Upgrade Projects			\$ 4,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,000,000	\$ 750,000	\$ 8,750,000
J. Bus Stop Amenities Replacement			\$ 625,026	\$ 612,876	\$ 271,062	\$ 723,875	\$ 379,975	\$ 2,612,814
K. Central External Bay Coverings			\$ 100,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 500,000
Total Facilities -			\$ 5,825,026	\$ 3,512,876	\$ 2,771,062	\$ 2,723,875	\$ 2,129,975	\$ 16,962,814
Total State of Good Repair			\$ 23,336,539	\$ 16,206,252	\$ 15,863,173	\$ 20,972,381	\$ 19,935,621	\$ 96,313,966
4 - Business Improvement								
A. Touchless Procurement & Document Management System			\$ 54,315	\$ -	\$ -	\$ -	\$ -	\$ 54,315
B. nMotion Strategic Plan Update			\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
C. Paratransit Dispatching/Scheduling Software Upgrade			\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000
D. Enterprise Asset Management (EAM) & Enterprise Resource Planning (ERP) System			\$ 100,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,100,000
E. Training Center Expansion (Maintenance Focus)			\$ 100,000	\$ 65,000	\$ -	\$ -	\$ -	\$ 165,000
Total Business Improvement -			\$ 604,315	\$ 2,065,000	\$ 3,000,000	\$ -	\$ -	\$ 5,669,315

Project Expenses			FY2022	FY2023	FY2024	FY2025	FY2026	Total
5 - nMotion Service Expansion/Service Improvement								
A. Better Bus Fleet Expansion			\$ 10,180,000	\$ 4,838,000	\$ 6,135,650	\$ -	\$ -	\$ 21,153,650
B. Shelter Expansion/Upgrade Program			\$ 2,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 8,500,000
C. Downtown Traffic Study - in coordination with Metro, TDOT, and Downtown Partnership			\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
E. Development of Transit Centers			\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,000,000
F. Service Reliability Improvements			\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
G. Murfreesboro Pike High Capacity Corridor Development			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Service Expansion/ Service Improvement -			\$ 16,780,000	\$ 6,838,000	\$ 8,135,650	\$ 2,000,000	\$ 2,000,000	\$ 33,753,650
Grand Total, All Projects -			\$ 41,670,854	\$ 25,209,252	\$ 47,180,823	\$ 43,505,381	\$ 42,878,621	\$ 198,444,931

E. Project Descriptions

The following are brief descriptions of each project contained in the Project Plan Budget.

Safety and Regulatory Projects

Safety and Regulatory Projects represent those projects viewed as important to protecting the safety and security of WeGo Public Transit customers, employees and assets. These projects also represent investments that are required to operate within the rules of various regulatory bodies that govern specific operations of WeGo Public Transit.

- 1. Upgrade Motorola P25 Radio Voice Communications:** This project relates to the agency's two-way radio communication system and is intended to enhance system resilience during emergencies through enhanced interagency communication. Project 25 is a public safety communications standard dedicated to ensuring interoperability in communications. It's designed to ensure fast & secure communications between local, state, and federal agencies when protecting the public's welfare. This project will reprogram frequencies on 300 mobile voice radios, 15 support vehicle radios, 5 desktop consoles, 8 transition devices and 60 hand-held radios. Additionally, 55 hand-held radios will be replaced.
- 2. Origin-Destination (O-D) Survey:** Conduct a systemwide Origin-Destination (O-D) on-board survey. O-D surveys involve statistically sampling the start and end points of the trips of riders in anonymous fashion to develop overall patterns of travel among our customer base. O-D surveys are important strategic planning tools for transit as they provide data insights into transit markets to understand the demographics and travel behavior of riders on a system as well as helping to fulfill Title VI reporting requirements. The FTA Title VI Circular requires the demographic ridership information to be collected at least every five years. The last O-D survey for MTA was conducted in the spring of 2017.
- 3. Transit Asset Management Plan Update:** The Transit Asset Management Plan (TAM) is a federal requirement and provides a strategic and systematic planning tool to manage transit capital assets and prioritize capital spending based on careful planning and improved decision-making. Transit asset conditions are used 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. The plan needs to be updated by October 2022. This project would cover consulting costs for updating the agency's TAM plan.

Transfers to Operating Budget for Capitalized Items

These projects represent annual expenditures that flow through our operating budget, but are eligible for funding through various capital grant sources.

4. **Annual Operating Budget Preventive Maintenance/ADA Expenditures:** Annual transfer of capital funds to operational budget for preventive maintenance and Americans with Disabilities Act Complementary Paratransit expenses, as permitted under federal law. This is the maximum amount allowable as currently calculated by Finance and reflects annual increases in line with increasing expenses in these line items. Historically, Metro has requested that we minimize our requests for operating assistance while simultaneously expanding the system in exchange for more funding under their Capital Spending Plan to sustain a state of good repair. These transfers are a fairly common practice in the transit industry, particularly among smaller transit systems in regions that lack dedicated funding. During the period of FY2013 through FY2018, the average annual investment of Metro Capital Spending Plan funds in WeGo Public Transit projects was over \$24.6 million. However, from FY2019 through FY2021, the average dropped to just less than \$4.6 million annually (a reduction of 81%). This trend would be unsustainable if allowed to continue. For the first two years of the capital plan, staff is proposing to replace these annual transfers with funding provided through the American Rescue Plan Act – one of the two pandemic relief bills that provided the MTA with significant funding. The MTA received a total of \$46,243,245 through this program, and we are assigning all of this to operating assistance. This will have the effect of freeing up our normal Federal Section 5307 Urbanized Area Formula Grants for traditional capital projects.
5. **Annual Lease for North Nashville Transit Center:** This project represents the annual payments for the long-term ground lease approved by the MTA Board for the land on which we will be constructing the North Nashville Transit Center. This is an eligible capital expense under Section 5307 formula funding for transit activities and will be a recurring item with periodic adjustments as called out in the approved lease.

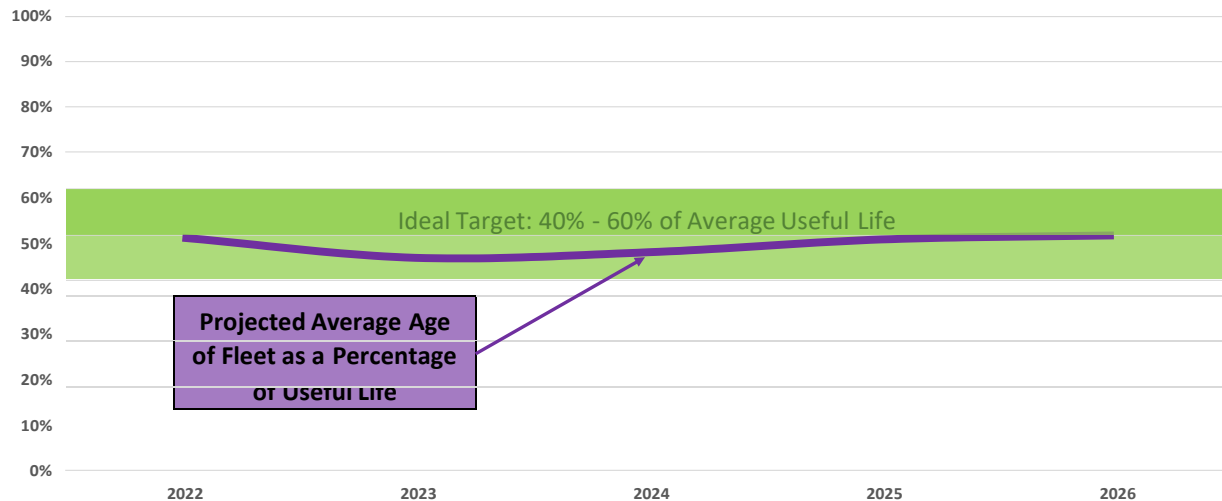
State of Good Repair (SGR) Projects

State of Good Repair Projects represent those investments in the rehabilitation and routine replacement of fixed assets based on the useful life of an asset, or some other precipitating condition such as engineering analysis or in-service failure. This category is the specific focus of the Authority's Transit Asset Management Plan (TAM), as required by the Federal Transit Administration. Beyond sound operating practice, the FTA will closely examine the condition of a transit agency's physical infrastructure and stability of its service levels prior to committing funding to expansion projects through funding sources such as New Starts or Small Starts.

6. **Twelve-Year Heavy-Duty Bus Replacement – Fixed Route:** Annual bus replacement to bring fleet into SGR according to the fleet management plan and in accordance with goals established in the NashvilleMTA TAM plan for existing service levels (as such, this category does not include buses required for service expansion). Twelve-year heavy-duty buses are deployed on WeGo Public Transit's higher ridership routes and include 40-foot standard low-floor buses for normal local routes, and 60-foot articulated low-floor buses for the highest ridership services. The plan assumes a normal replacement cycle of 12 years, utilizing Clean Diesel propulsion technology. Fleet replacement schedule is as follows:

	FY2022	FY2023	FY2024	FY2025	FY2026
40-Foot Clean Diesel Standard Low Floor	0	15	15	7	7
60-Foot Clean Diesel Articulated Low Floor	14	0	0	11	10
Total	14	15	15	18	17

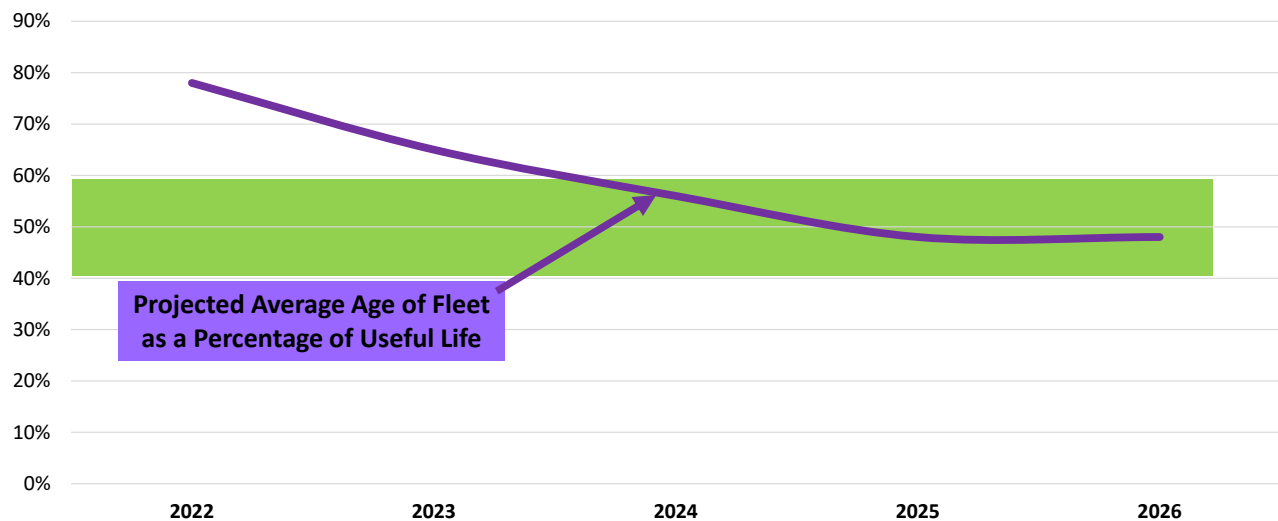
An effective fleet replacement program attempts to avoid significant “peaks and valleys” in replacements. This practice normalizes maintenance expense (ie: you’re maintaining about the same number of new buses, old buses and middle aged buses each year), smooths capital expenditures, and provides for more flexible service planning as fleet composition can be more quickly adapted to changing service and ridership patterns. Based on this schedule, the average age of fleet will be well within the target average age of 4.8 to 7.2 years. The chart below depicts the projected average age of the Authority’s heavy-duty bus fleet expressed as a percentage of useful life assuming we carry out the plan as presented. For example, a metric of 50% would mean that the average age of a bus is six years old:



- 7. Body-on-Chassis Vehicle Replacement:** Annual small bus replacement to bring fleet intoSGR according to the fleet management plan and in accordance with goals established in the NashvilleMTA TAM plan for existing service levels (as such, this category does not include buses required for service expansion). Body-on-Chassis vehicles are the small buses in the WeGo Public Transit fleet, generally built on Ford commercial chassis’ and accommodating 12 – 20 passengers. These vehicles are used on low patronage fixed bus routes (with added equipment such as electronic destination signs, fare collection equipment, bicycle racks, stop annunciators, etc.) and in Access door-to-door service. The plan assumes a normal replacement cycle of 5 years, utilizing gasoline propulsion technology. Fleet replacement schedule is as follows:

	FY2022	FY2023	FY2024	FY2025	FY2026
Fixed Route	12	10	10	10	10
Access	13	10	10	10	10
Total	25	20	20	20	20

An effective fleet replacement program attempts to avoid significant “peaks and valleys” in replacements. This practice normalizes maintenance expense (ie: you’re maintaining about the same number of new buses, old buses and middle aged buses each year), smooths capital expenditures, and provides for more flexible service planning as fleet composition can be more quickly adapted to changing service and ridership patterns. Based on this schedule, the average age of fleet will reach the target average age of 2 - 3 years by the mid-point in the plan. The chart below depicts the projected average age of the Authority’s body-on-chassis bus fleet expressed as a percentage of useful life assuming we carry out the plan as presented. For example, a metric of 50% would mean that the average age of a bus is 2.5 years old:



8. **Non-Revenue Vehicle Replacement:** Annual non-revenue car/truck replacement to bring fleet into State of Good Repair according to the fleet management plan as needed based on age, mileage or condition of various vehicles. For FY2021-22, there has been an accumulated backlog of replacements, and 35 vehicles will have reached the end of their useful life. After FY2021-22, the programmed funding would provide for a more “normal” replacement cycle of 5 – 7 vehicles per year, depending on type purchased. Vehicles included in this classification include Operations supervisory vehicles, Maintenance support vehicles, pool cars, inventory distribution vehicles, stop/shelter maintenance vehicles, etc.
9. **Information Technology Routine Hardware Replacement:** Annual IT Budget for maintenance and replacement of current IT needs. This equipment generally includes the servers, workstations, switches and related equipment necessary to sustain the Authority’s enterprise and office management software.
10. **On Board & On Street IT Equipment Replacement:** Five to ten year replacement of on board vehicle and on street hardware and software including fare collection equipment, ticket vending machines, transit signal priority, 800Mhz voice, Ultra High Frequency data, on board routers, automated passenger counters, Computer-Aided Dispatch/Automatic Vehicle Locator, and Wi-Fi hardware. On street hardware includes customer facing equipment for bus bays at Central and on street single line signs. This may include firmware and software programming services.
11. **Wireless Communications:** This project identifies wireless communications deficiencies at WeGo’s three main facilities. These networks will impact all departments with improved communication access.
12. **Myatt Building Shop Trench Fill:** Filling in open area trench in the Myatt building garage left from the previous tenant. The large trench creates a division in the garage and prevents the use of this section of the space. Filling in the trench in the long term will allow for maintenance training area space for mechanics and apprentice mechanics to be trained.
13. **Operating Facility Building Capital Repair/Replacement.** This item is a planned recurring expenditure to support capital repairs and replacements on significant building systems (i.e.: HVAC, Elevator/ Escalator, Plumbing, Pavement, Roof and Structure) on an as needed basis. Larger individual items would be programmed separately from the more routine projects included in this line item.
14. **Nestor Maintenance Facility Upgrades:** The Nestor facility is the main maintenance, operations, and dispatching location for WeGo hosting most forms of operational departments. Although the Administrative

Offices at the Nestor facility underwent significant renovation in recent years, the much more complicated task of upgrading the Maintenance facility and improving site circulation has not moved forward. Given that more than 90% of WeGo Public Transit's bus fleet is dispatched and undergoes running repair here, the facility will need to begin design of major upgrades and renovations to remain viable. While the Myatt facility has more than enough space to accommodate significantly more fleet than it does currently, the location of the facility is problematic, as it would require excessive deadhead hours and miles. Recently, service development staff modeled operation of the entire fleet out of the Myatt Drive facility in the event Nestor became inoperable for some reason. They estimated that the Authority's operating budget would need to increase by more than \$6 million annually to operate the current level of service. This necessitates a programmed approach to upgrading the Nestor facility – a process that is complicated by its location within the Cumberland River floodplain, which may restrict the value and nature of renovations that can be done. On the Board's June agenda, is an item to authorize HDR to initiate an alternatives analysis for the long-term future of the Nestor property. However, there are a number of more immediate projects that will need to be completed in the short-term, regardless of the outcome of the study. These include:

- Sanitary Sewer Line Removal and Parking Area Stabilization
- Riverbank Stabilization
- Roof Replacement (May be partially reimbursed with FEMA funds due to storm damage)
- Exhaust Systems
- Shop Doors
- Pavement Repair and Rail Track Removal
- Security Structures
- HVAC Equipment Replacement

15. Existing Stop and Shelter Replacement: Annual budget for ongoing repair and replacement of old shelters. These projects will generally involve very little construction, with a routine "exchange" of an old shelter for new by WeGo Public Transit staff. In addition, given recent realignments of service and a move toward Better Bus Service improvements and system classification (i.e.: frequent service network, local routes, etc.), this project would begin the process of replacing old bus stop signs with more informative signage in the WeGo brand. The useful life of a shelter is approximately 10 years.

16. WeGo Central External Bay Coverings: This project involves the design, removal, and installation of new external bay coverings to improve passenger comfort at WeGo Central, specifically at Bays 7, 9 and 11 on the upper level that currently have very limited protection from the elements. Design is proposed for FY2022 and procurement and installation on FY2023.

Business Improvement

Business improvement projects are generally larger-scale planning, software or technology projects that provide a measurable enhancement to efficiency or customer service. These projects will also include routine, periodic updates to Authority planning efforts as required, such as the nMotion Strategic Service Plan which will be scheduled for an update during the term of this capital plan.

17. Touchless Procurement & Document Management System: The system will provide for a more efficient way to process purchase requests throughout the organization. Some of the overall goals for the touchless system include elimination of standalone business processing system, elimination of duplicate efforts and redundant data entry processes, improved workflow processes, centralized approach to process purchase requests and invoice approvals, an environment that allows for easy import/export, research, and retrieval of information, a centralized control environment for final supporting documents, and integration between multiple departments.

- 18. nMotion Strategic Service Plan Update:** The nMotion Strategic Service Plan was adopted in August 2016 by the Nashville MTA Board. Generally, Nashville MTA has updated the strategic service plan every five years. Funds are programmed in FY2022 to update baseline data and develop an updated strategic service plan. Although the update will include a public engagement element, we do not anticipate a level of effort remotely approaching that exercised during nMotion.
- 19. Paratransit Dispatching/Scheduling Software Upgrade:** The existing paratransit scheduling software has been used by MTA for well over a decade. Beyond normal obsolescence, this system does not accommodate current and emerging operating practices such as Access on Demand, WeGo Link, or real-time scheduling and dispatching of trips. This project entails the replacement of the existing system and will be consistent with recommendations from the Access Improvement Study that will provide specific functional specifications for a new system.
- 20. Enterprise Asset Management & Enterprise Resource Planning System:** Over the years WeGo has implemented a combination of data and financial management systems to address the needs of its business operations. These systems combined essentially function as stand-alone pieces for Procurement, Contracts Administration, Finance, Human Resources, Grants, Facilities, Maintenance and Operations. The current systems are outdated and ineffective in supporting the existing business processes. These general issues result in staff spending an extraordinary amount of time performing simple transactions as well as investigating the status of invoices in the purchase order/finance cycle. This project will fund the detailed exploration of options for implementing and integrating these systems into the agency's processes.
- 21. Training Center Expansion (Maintenance Focus):** Acquire modules, equipment, and tools to implement and maintain a Maintenance Apprenticeship Program as part of the Training Department.

nMotion Service Expansion/Service Improvement

- 22. Twelve-Year Heavy-Duty Bus Expansion, Fixed Route:** This item reflects service expansion scenarios developed as part of the Better Bus process and incorporated into the Metro Nashville Transportation Plan. The schedule presented here represents the phased implementation of Better Bus as outlined in the Metro Nashville Plan and incorporated into the recently adopted Metro Capital Improvement Budget. Specific acquisition authorizations will depend on projected increases in Metro operational funding to support service expansion.
- 23. Five-Year Body-on-Chassis Bus Expansion:** Similar to item 22 above, additional buses required on the fixed-route system would be developed in conjunction with adoption of Better Bus service expansion scenarios. However, Access also has projected an ideal fleet size based on pending demand. This calls for an expansion in the Access fleet of seven vehicles in FY2022. This expansion is delayed to 2022 to catch up the backlog of Access vehicle replacements and to assure that Operator levels are sufficient to staff the additional fleet.
- 24. Shelter Expansion/Upgrade Program:** The proposed plan allots \$2.5 million on FY2022 and \$1.5 million each subsequent year to upgrade and expand the Authority's passenger waiting shelter program. This effort includes 68 bus stops without shelters where at least 25 passengers board daily that should be candidates for shelters. In addition, 25 locations that already have waiting shelters warrant larger shelters based on routine crowding. These locations were adopted as part of the Metro Nashville Transportation Plan in December 2020. All new sites (and many of the sites in need of expanded shelters) will require extensive civil construction to accommodate the shelters, and many are also likely to require easements or other property acquisition strategies.

25. *Downtown Neighborhood Traffic Study:* This is a collaboration between WeGo Public Transit and Metro Nashville to complete a comprehensive study to address the management and prioritization of transportation activities in Downtown Nashville including traffic management, transit operations, curbside management, and vision zero to improve overall mobility. Project funding partners include WeGo, Metro Nashville, TDOT, and the Nashville Downtown Partnership. WeGo Public Transit is handling the procurement of consulting partners, and Metro Nashville will handle overall project management.

26. *Transit Center Projects:* This is a key element of the nMotion plan and included in the Metro Nashville Transportation Plan to improve transit options and facilitate connections outside of Downtown Nashville. Funds in the amount of \$1.5 million on FY2022 and \$500,000 every year after are proposed to support planning and development services for transit centers will support planning and development services such as real estate prospecting, conceptual design, legal work, and appraisal services for 'next generation' transit centers. These funds will be used as specific opportunities arise. The Hillsboro Transit Center is nearing completion and expected to open in the fall and the North Nashville Transit Center design is moving along. As previously reported to the Board, other neighborhood and regional transit centers are in varying stages of development. Staff had reported that WeGo Public Transit had been approached by developers about incorporating transit centers into the redevelopment of the Global Mall at the Crossings and the Madison Town Center. These projects are moving slowly at the time and staff will continue conversations with these parties as the projects develop. Similarly, WeGo Public Transit is pursuing a transit center at Tennessee State University, but the university has asked that we delay the project until they are able to update their Campus Master Plan. None of these projects are proposed for funding in this iteration of the Capital Plan (although staff would certainly approach the Board for an amendment if any of these situations changes).

27. *Service Reliability Improvements:* This is a new category to the capital plan and (over time) could include a wide variety of projects ranging from planning, to capital to information technology and communications infrastructure. Broadly speaking, these are projects targeted at improving the overall reliability of our services from a systems perspective with a focus on trip completion, on-time performance, bus spacing/gap protection, service disruption recovery, "connection protection," etc. Among the illustrative types of projects that could be contemplated in this category:

- ***Headway Management Systems*** – For bus service operating in high frequency corridors, on-time performance is usually less important to a customer than headway performance. For instance, in the Murfreesboro Pike Corridor where buses run every 10 minutes during peak periods, a passenger will generally be less concerned that the bus is 4 minutes ahead or behind the published time point, as long as all buses are operating consistently and all buses are 4 minutes ahead or behind the current time point, and buses are consistently running about 10 minutes apart. With all or part of 9 service corridors targeted for this kind of "frequent service network" status, headway management will become an increasingly important part of our operations system management. Recently, the City of Nashville was awarded a highly competitive "Advanced Transportation and Congestion Management Technologies Deployment" Grant by the Federal Highway Administration (FHWA) to deploy various intelligent transportation systems applications in the Charlotte Corridor. The exploration of headway management techniques in the corridor was a significant deciding factor for FHWA to award the project to Nashville.
- ***Yard Management Systems*** – For anyone who has ever had trouble finding their car in a parking garage, imagine a large parking lot with 240 cars that all look exactly like yours. In terms of transit service, a surprisingly high number of trips leave the Nestor (or Myatt) operating facilities late due to factors ranging from operators not being able to find their assigned bus, to buses with mechanical failures being improperly parked and classified in active areas, to lost paper vehicle condition reports leading to buses with mechanical conditions being improperly placed back in service. Currently, all of these are

paper-based systems. Automated yard management systems provide for a more automated approach to vehicle condition reporting and tracing (in concert with the Enterprise Asset Management System described above) to pinpoint location of vehicles on storage lots, to real-time notification of dispatchers of pending disruptions.

- ***Traffic Management Center Integration*** – As part of the Nashville Transportation Plan, the City will be pursuing development and construction of an advanced traffic management center where traffic operations will begin to become automated and centralized. In such a center, traffic signals are coordinated with video surveillance equipment and traffic sensors to dynamically alter flow patterns based on normal (ie: time of day) or unusual (ie: incident, special event) disruptions to “normal” traffic flow. As part of the design process, we will be working with the City to determine what role (if any) WeGo will play in this facility; from a full-time presence to manage bus service reliability in real-time, to deployment during special events.
- ***Transit Priority Improvements*** - These are projects that would provide priority for transit vehicles in various settings. Current examples include the queue jumps and transit signal priority along Murfreesboro Pike. Future projects could include expansions of these approaches, dedicated lanes, event-based transit priority measures (like contraflow lanes), etc.

28. Murfreesboro Pike High Capacity Corridor Planning: The nMotion Strategic Service Plan contemplated the ultimate development of several “high capacity transit corridors” in our highest ridership locations. Metro Nashville’s recently adopted Transportation Plan narrowed the development of high capacity transit to upgrades to the WeGo Star (an RTA project), Rapid Bus enhancement in the Clarksville Pike Corridor, and possible full Bus Rapid Transit in the Murfreesboro Pike Corridor. This project would conduct initial planning studies and environmental assessment to the point of determining project eligibility for Federal fixed guideway funding (most likely FTA Small Starts) in this corridor.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Annual Review of Board Ethics & Conflict of Interest

Meeting Date: 06/24/2021

BACKGROUND:

In 2006, the Tennessee General Assembly required municipalities to adopt a code of ethics by July 1, 2007, which applies to boards, commissions, authorities, corporations and other entities created or appointed by the municipality. The legislation permitted such entities to adopt model codes developed by the Municipal Technical Advisory Services (MTAS) or by the County Technical Advisory Service (CTAS) as an alternative to drafting a policy of their own.

Nashville Metropolitan Transit Authority (Nashville MTA) Counsel Margaret Behm recommended the MTAS model to the Nashville MTA Board of Directors, which was adopted on June 19, 2007. The Code of Ethics is reviewed with all new Board members and regularly reviewed with the full Board.

RECOMMENDATION:

Board Secretary Margaret Behm will review the Code of Ethics and applicable procurement policies and procedures with the Board.

APPROVED:

Board Secretary

June 24, 2021

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-19-021	Meeting Date:	06/24/2021
Item Title:	2021-22 Election of Nashville MTA Board Officers		

BACKGROUND:

In accordance with the Metropolitan Charter, the Nashville Metropolitan Transit Authority (Nashville MTA) Board shall elect a Chair and Vice Chair annually. Currently, Gail Carr Williams and Janet Miller serve as the Chair and Vice Chair respectively for the Board.

RECOMMENDATION:

Board Secretary Margaret Behm will conduct the election.

APPROVED:

Board Secretary

June 24, 2021

Date