

# Nashville MTA Board Meeting

## Tennessee Bankers Association

211 Athens Way | Nashville, TN 37203

December 15, 2022 | 2:30 p.m.

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### Board Members:

Gail Carr Williams, Chair  
Jessica Dauphin  
Mary Griffin

Janet Miller, Vice Chair  
Walter Searcy

1. Call to Order
2. Roll Call
3. Approval of the November 17, 2022, MTA Board Minutes
4. Public Comment
5. **Information Only Items** – The following information is contained in the distributed Board packet for member review. There is no planned discussion of these items, but the staff is available for discussion should members have questions.
  - Monthly Financial Report Compared to Budget – Ed Oliphant, CFO **M-I-22-034** **P. 7**
  - Monthly Operating Statistics – Andy Burke, COO **M-I-22-035** **P. 10**
  - Upcoming Procurement Projects List – Denise Richardson, Director of Procurement and Business Diversity **M-I-22-036** **P. 15**
6. **Consent Agenda Items** – Pursuant to recent discussions, these action items are routine in nature, tend to be repetitive year over year, and are described in the written agenda materials. As such, they would be voted on as a group to permit more time for discussion of more unusual items. Any Board member can request that any item be removed from the Consent Agenda for further discussion, and the listed staff will be available for questions.
  - Armored Car Contract Award – Ed Oliphant, CFO **M-A-22-037** **P. 17**
  - WeGo Central Dunkin Donuts Lease Assignment – Ed Oliphant, CFO **M-A-22-038** **P. 18**
7. **Operations & Finance Committee – Walter Searcy, Chair**
  - There are no discussion items for the Operations & Finance Committee
8. **New Initiatives & Community Engagement Committee – Janet Miller, Chair**
  - WeGo Central Renaming Signage Update – Kia Lewis, Construction Project Manager & Renuka Christoph, CCO **NICE-D-22-022** **P. 19**
  - 2022 Title VI Program Update Adoption – Hannah Schaefer, Transit Business Intelligence Analyst **M-A-22-039** **P. 20**
  - Connect Downtown Study Update – Felix Castrodad, Director of Planning & Grants and Marty Sewell, NDOT Transportation Planning Director and Connect Downtown Project Manager **NICE-D-22-023** **P. 21**
  - FY2024 Operating Budget Discussion Kick-off – Ed Oliphant, CFO **NICE-D-22-024** **P. 22**
9. **CEO's Report – Stephen G. Bland, CEO**
10. **Chair's Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

**NASHVILLE METROPOLITAN TRANSIT AUTHORITY**  
**Board of Directors Meeting**  
**November 17, 2022**

- I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee Bankers Association, located at 211 Athens Way, Nashville, TN 37228, on Thursday, November 17, 2022.
- II. **Roll Call of Persons Present:** Gail Carr Williams, Chair; Janet Miller, Vice Chair; Walter Searcy, Member; Jessica Dauphin, Member; Mary Griffin Member; Margaret Behm, Board Secretary; Chief Executive Officer, Stephen Bland; Chief Financial Officer, Ed Oliphant; Chief Operating Officer, Andy Burke; Chief Development Officer, Trey Walker; Director of Planning & Grants, Felix Castrodad; Scheduling & Svc. Planning Manager, Katie Freudberg; Director of System Safety & Risk Management, Nick Oldham; Dispatch Manager, Karl Dean; and Sr. Executive Assistant & Board Liaison, Monica Howse.

A quorum was established, and Chair Gail Carr Williams called the meeting to order at 2:30 p.m.

- III. **Approval of Minutes:** Walter Searcy made a motion to approve the October 27, 2022, MTA Board minutes, the motion was seconded by Vice-Chair Janet Miller and unanimously approved by the Board.
- IV. **Public Comments:** Chair Gail Carr Williams opened the floor for public comments. The public was reminded that comments were limited to three minutes. The following members of the public had these comments:

**Darius Knight**

Mr. Darius Knight's comments were as follows:

- Mr. Knight shared concerns of bus 1830 on route 23 pulling out in front of an ambulance and said that more training is needed.
- Mr. Knight shared concerns about pedestrian safety at Central.
- Mr. Knight asked if the low ridership on routes 75 and 79 was due to the electric Proterra buses that are on this route.
- Mr. Knight asked if route 41 could be reconfigured to include route 14.
- Mr. Knight shared concerns with routes 56, 23, and 79 buses safely getting down Broadway and asked if WeGo could encourage the city to provide dedicated bus lanes going out on 4<sup>th</sup> and 5<sup>th</sup> Avenue.

- V. **Informational Items:** The following items were presented for the board members' review. If any members had questions, they were asked to reach out to the staff for the specific item.
- Monthly Financial Report Compared to Budget
  - Upcoming Procurement Projects List

There were no questions.

VI. **Consent Agenda Items:**

a. **Approval of the 2023 MTA Board Meeting Schedule (M-A-22-035):**

Jessica Dauphin made a motion to approve the Consent Agenda Item. The motion was seconded by Vice-Chair Janet Miller and unanimously approved by the Board.

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

- a. **FY2022 Annual Audit Report (M-A-22-036)**: Chief Financial Officer Ed Oliphant along with MTA's outside accountants from Crosslin reviewed the Annual Report and their required communications for action:

Ms. Erica Saeger said that she was pleased to report that the MTA received a "clean" opinion on the report and that no material internal control weaknesses were encountered during the audit.

The Operations and Finance Committee requested the Board accept the Comprehensive Annual Financial Report for the fiscal year that ended June 30, 2022, and it was unanimously approved by the Board without further discussion.

- b. **Monthly Operating Statistics (OF-D-22-024)**: Chief Operating Officer Andy Burke reviewed the monthly operating statistics through September 2022 that included draft performance metric targets. The targets were developed by reviewing a combination of factors, including historic performance, recent trends, known internal and external factors, and industry standards/benchmarks (where available). He said that he was appreciative of the board's feedback on these targets, which are designed to be a balance between aspiration and attainability. For this reason, we scheduled this as a discussion item by the Operations and Finance Committee, rather than including the material as an "Information Only" Item as we typically have done.

Vice-Chair Janet Miller asked that a legend be added at the bottom of the report to explain what the green and red targets mean, along with an indicator of what a normal range looks like. Overall, the board members expressed their appreciation of the draft performance metric targets that were added to the report. All members requested that the report be provided in a larger print format.

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

- c. **Quarterly Route Performance Report (OF-D-22-025)**: Scheduling & Service Planning Manager Katie Freudberg presented the Quarterly Route Performance Report for the months of July, August, and September.

System ridership continues to increase, with ridership this quarter at 90% of pre-pandemic levels. This is the first quarter that we have seen routes other than the 55 Murfreesboro Pike exceed pre-Covid numbers: In addition to the 55, Routes 18 Airport / Elm Hill Pike, 23 Dickerson Pike, and 52 Nolensville Pike all saw higher ridership than they did in the second quarter of FY20. All but one MTA route had higher ridership this quarter than in the quarter immediately preceding it (April - June 2022).

Ridership on both Saturdays and Sundays exceeded pre-pandemic numbers this quarter, but compared to last quarter, weekdays showed the most ridership growth.

System ridership also increased by about 18%, or just over 100,000 rides, between July and August of this year. Around two-thirds of those added rides are student ridership, and the remainder represents other ridership growth. Although ridership at several magnet schools has returned to pre-pandemic levels, StriDe ridership as a whole is still returning more slowly than overall ridership.

On-time performance system-wide remains slightly above pre-pandemic levels, but the impact of increasing congestion and ridership at the start of the school year was clear: the number of times a bus was more than 15 minutes late increased by over 50% between July and August of this year. We anticipate needing to add service hours in order to maintain current service levels in Spring 2023.

Chair Carr Williams said with StriDe ridership being down and the fact that people are still working from home, are we saying that we have new riders? Katie said we are fairly confident that we have new riders and more of them are adult/non-youth riders. If StriDe ridership returns to normal and people return to work, we feel that we'll see a great increase in ridership. CEO Bland reminded the Board that one of the reasons we have seen a much faster return of ridership than most transit agencies is because we reallocated service to busier lines. This reallocation included the complete elimination of a number of routes that operated prior to the pandemic, and that a complete return of ridership would require a reinstatement of those routes, which would require continued increases in funding from Metro Nashville.

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

- d. **Operations Dispatch Overview (OF-D-22-023)**: Dispatch Manager Karl Dean presented the following item for discussion:

Karl Dean discussed the functions of Dispatch and its impacts on the organization and provided an overview of ongoing and planned improvements. With the upcoming and ongoing Better Bus improvements and enhancements to the service, it is crucial that dispatch continues its innovative approaches to managing the day-to-day operation to both improve service reliability and enhance efficiency. Mr. Dean's presentation outlined a series of operational improvements that have been made in the Dispatch function, with a key element being the reallocation of "extra-board" operators to days of week and times of day when they can be more effective. As a result, even though our Operator shortage is just as acute as it was in mid-2019, lost service trips have been reduced by over 75% from that time.

Jessica Dauphin said that the bus operator shortage is a nationwide issue and some other transit agencies are having to cut routes and or pull back service, but she's happy to see that our shortages are nowhere near some of our peer agencies, and that we've actually been able to add service, even if we haven't been able to add more service as quickly as we would like.

CEO Bland and members of the board expressed their appreciation to Karl Dean for a job well done and for the outstanding report that was presented at the meeting. Mary Griffin asked how the board members could help with the bus driver shortages. Karl Dean said to continue to raise awareness of the agency and encourage their contacts to spread the word about working for WeGo!

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

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

- a. **2022 Title VI Program Update Adoption (M-A-22-037)**: This action item was deferred to next month at the request of staff.

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

1. CEO Bland thanked the Board for their ongoing support of the Dr. Ernest Rip Patton Jr. North Nashville Transit Center project. As you know, we celebrated the groundbreaking for this facility, and special thanks to Gail, Jessica, and Janet for attending. Mary and Walter, were unable to attend because they both were under the weather, but we still have commemorative hard hats and shovels for you. We were delighted to have a number of important partners speak including Deputy Governor and TDOT Commissioner Butch Eley, Mayor Cooper, and several Metro Council Members; not to mention the son of Dr. Patton, Michael Patton. CEO Bland said that he speaks for everyone that was in attendance when he said the most inspiring words about the purpose of this facility, and of public transportation in general, were spoken by our closing speaker, Board Chair Gail Carr Williams. We have received all of our grading and building permits, and the contractors are working on various required submissions. We anticipate a grand opening in the Spring of 2024.

2. CEO Bland said that we're anxiously awaiting Vince Malone to start in his role as Chief of Staff and Administration the Monday after Thanksgiving. He said, even though he isn't officially on board yet, Vince has been getting up to speed on current issues and meeting various staff with whom he'll be working closely.
3. The staff has continued to meet with NDOT, Metro Planning, and representatives of Oracle to advance plans to incorporate transit into the northern sections of East Bank Boulevard enumerated in the East Bank Vision Plan as Oracle works on designs for their campus. The current design iterations will allow for a station adjacent to their campus with sufficient right of way to support future Bus Rapid Transit in the East Bank corridor.
4. Similarly, we have been meeting with representatives of NDOT, TDOT, and developers of the properties along West End Avenue adjacent to the Beaman Auto Dealerships regarding how transit could be incorporated into this major redevelopment, and we are optimistic about a very positive improvement.
5. Metro Planning recently kicked off its revisioning study for the former Global Mall Property in Antioch. Earlier today, CEO Bland and Felix Castrodad met with their consultants to review our service profile in that area, and how a regional transit center might be incorporated into future development. You may recall that we were advancing a Regional Transit Center project with the former developer of that site and have, in fact, already secured \$4 million in funding toward this center, including \$3.2 million through competitive Federal funds.
6. Technical and Community Advisory committees for NDOT's Connect Downtown mobility study met this past month. The project recently issued its "State of Downtown Mobility Report" with a lot of great information about various aspects of Downtown Mobility. This information is publicly available on NDOT's website. Among the many aspects of the plan, the process is the examination of ways that our transit operations can work more smoothly and reliably through Downtown Nashville.
7. We participated in several meetings with NDOT, Metro Planning, and Members of the Metro Council with respect to legislation regarding the elimination of minimum parking requirements for certain types of development in the Urban Services Zone of Metro. One of the issues that came up in debate is the availability of adequate public transportation services in areas impacted by the legislation.
8. CEO Bland and Renuka Christoph had the opportunity to meet this month with representatives of the Mayor's Sustainability Advisory Committee to discuss ways in which the committee might help to promote transit use as a way of reducing reliance on single-occupant autos.
9. We hope that some of you had the opportunity to have your photo taken with Elvis at WeGo Central. As part of our overall WeGoCation program from earlier this summer, we are working with Madame Tussauds wax museum to increase ridership on the Opry Mills bus and, in order to give folks a taste of what they can expect if they take that ride, the museum brought Elvis to us this week.
10. On the RTA side:
  - a. The RTA Board approved a consulting contract to Hatch Consulting to undertake a "future visioning" study of the Star to examine opportunities to enhance the impact of the Star in regional mobility including potential service expansion, reallocation of existing services, and opportunities for station area development. We anticipate that the full effort will take about 18 months, and will continue to report progress back to you, particularly as it pertains to interactions with MTA service.

- b. The Titans Express continues to operate all home Titans games and, so far, it has been very successful as the trains so far have sold out. I would encourage anyone who plans to attend any of the upcoming games to go to our website for access to train tickets.

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

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

Gail Carr Williams was thrilled and pleased at the turnout for last week's groundbreaking of the Dr. Ernest R. Patton, Jr. North Nashville Transit Center. She recently attended a health fair sponsored by a service organization that she's a part of and noticed that you could literally see the transit center hub from the apartment complex and community center area. She said it's symbolic of what the transit center is going to do in this community and said it was a great success. She further stated that this project will be transformational for the citizens of North Nashville, and a lot of people worked hard to make certain that the transit center came to fruition, and she was glad to be a part of it.

Chair Carr Williams gave kudos and a job well done to Dispatch Manager Karl Dean for his first presentation with the MTA Board. She said that his innovation and creativity are meaningful for his peers and our riders. She thanked him again for working so hard while keeping a positive and happy attitude.

In conclusion, Gail Carr Williams yielded the remainder of her time to allow board member Jessica Dauphin to share about her recent visit at the APTA - Transit Initiative & Communities Workshop in Austin, Texas.

In summary, Jessica said the workshop was highlighted those few cities that have recently gone through a transit referendum or who are considering it. Jessica attended because of her work as a transit supporter and advocate in Nashville to find out if successful referendums employ similar tactics and tools and what steps cities that saw success took before there was a campaign to lay the groundwork for success. The intimate gathering of experts, advocates, and transit agency representatives gathered several times over three days to network and discuss particular issues facing them and their move toward the referendum. There was networking with regional representatives where Jessica sat with Kentucky, Florida, and Virginia to discuss the relative challenges of finding support for funding and building transit infrastructure in the South. She mentioned the Six Steps for Winning Transit:

1. Set a vision for transit in your city.
2. Set specific, ambitious, and attainable goals to realize that vision.
3. Identify who can make these goals happen and hold these decision makers, typically political leaders, accountable.
4. Speak from a rider's perspective and combine human stories with compelling statistics.
5. Use a variety of tactics to sustain pressure for change.
6. Support and create opportunities for transit officials and agency staff to implement new policies and practices. Celebrate their progress.

Jessica concluded her remarks by saying, the keynote that stood out was the mayoral roundtable and spotlight on Austin. Mayors Kate Gallego, Phoenix, and Steve Adler, Austin really spoke to the necessity of investing in public transit, and multimodal safety infrastructure while protecting affordable housing and anti-displacement measures. The one quote she took from that was "The tilling of the soil was critical to Prop A's success." The tilling of the soil is the community engagement that led up to the campaign. They very purposefully went to the communities they serve years ahead of a campaign and kept their promises to those communities—even changing the projects when community feedback demanded it. Community outreach engagement is very important and where Nashville advocacy should be looking.

Chair Carr Williams thanked Jessica Dauphin for her summary report and wished everyone a Happy Thanksgiving.

- XI. **Other Business:** There was no other business to come before this board.
- XII. **Adjournment:** With no further business, Chair Carr Williams called for a motion to adjourn the meeting, a proper motion was made and seconded and the meeting was adjourned at 4:04 p.m.

**Attested:**

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**Gail Carr Williams**  
*Chair*

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**Margaret L. Behm**  
*Secretary*

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

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

Item Number:	M-I-22-034	Meeting Date:	12/15/2022
Item Title:	Monthly Financial Report Compared to Budget		

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## BACKGROUND:

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

You will note that services expense continues to be over budget due to the increased use of overflow providers increasing month over month due to increased demand in paratransit services. Due to the operator shortage we are currently challenged with, we have been moving more customers than normal over to our overflow providers. We will continue to monitor this expense as compared to budget. The offset to this increased expense would be the favorable balances in operator wages, fuel, maintenance, etc since we budgeted for the full complement of operators to operate WeGo Access in house.

As of October 31, 2022, RTA owed Nashville MTA approximately \$263,000 for services provided to and from Rutherford County as well as management fees and back office shared expenses related to the quick Ticket fare collection system due. MTA also had an account payable to RTA of approximately \$48,000 for fares collected as well as WeGo Ride revenue sharing due.

## CURRENT STATUS:

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

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## APPROVED:

  
\_\_\_\_\_  
Chief Financial Officer

\_\_\_\_\_  
*December 9, 2022*

*Date*



**Metropolitan Transit Authority**  
**Statement of Operations Compared to Budget**  
For the Period Ending October 31, 2022  
**UNAUDITED**

	Actual Month	Month Budget	Month End Variance	F / U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F / U	Annual Budget
<b>Revenue from Operations:</b>										
Passenger Fares	\$569,974	\$534,075	\$35,899	F	\$1,860,720	\$2,260,411	\$2,065,460	\$194,951	F	\$6,358,780
WeGo Access	51,391	55,990	(4,599)	U	243,217	202,237	214,690	(12,453)	U	708,490
Contract Revenues	234,403	238,562	(4,159)	U	735,990	944,747	961,394	(16,647)	U	2,877,040
Advertising	46,500	62,780	(16,280)	U	253,190	206,078	211,120	(5,042)	U	552,280
Other Non-Trans Revenue	119,887	111,595	8,292	F	195,889	306,922	443,470	(136,548)	U	1,362,200
<b>Total Operating Revenue</b>	<b>1,022,155</b>	<b>1,003,002</b>	<b>19,153</b>	<b>F</b>	<b>3,289,006</b>	<b>3,920,395</b>	<b>3,896,134</b>	<b>24,261</b>	<b>F</b>	<b>11,858,790</b>
<b>Federal/State/Local Income:</b>										
Local Assistance	6,000,000	6,000,000	0	F	26,000,000	30,000,000	30,000,000	0	F	61,610,900
State Assistance	0	0	0	F	0	0	0	0	F	5,170,200
Federal Assistance - CARES Act	0	0	0	F	144,718	23,370	0	23,370	F	4,071,610
<b>Total Assistance Income</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>0</b>	<b>F</b>	<b>26,144,718</b>	<b>30,023,370</b>	<b>30,000,000</b>	<b>23,370</b>	<b>F</b>	<b>70,852,710</b>
<b>Capital Revenue:</b>										
American Rescue Operating Reimbursment	0	0	0	F	0	0	0	0	F	24,427,585
Capital Operating Reimbursement	0	0	0	F	0	0	0	0	F	0
Capital ADA Reimbursement	0	0	0	F	0	0	0	0	F	0
<b>Total Capital Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>	<b>24,427,585</b>
<b>Total Revenue</b>	<b>\$7,022,155</b>	<b>\$7,003,002</b>	<b>\$19,153</b>	<b>F</b>	<b>\$29,433,724</b>	<b>\$33,943,765</b>	<b>\$33,896,134</b>	<b>\$47,631</b>	<b>F</b>	<b>\$107,139,085</b>
<b>Expenses from Operations:</b>										
Labor and Fringes	\$6,397,812	\$6,327,790	(\$70,022)	U	\$22,953,874	\$25,312,293	\$25,370,765	\$58,472	F	\$76,612,120
Services	1,170,971	990,559	(180,412)	U	3,032,373	4,152,760	4,003,514	(149,246)	U	11,969,110
Fuel	647,046	613,850	(33,196)	U	891,059	2,398,234	2,484,525	86,291	F	7,424,390
Parts, Materials and Supplies	630,265	540,935	(89,330)	U	1,607,659	2,082,476	2,187,860	105,384	F	6,539,610
Utilities	107,314	121,650	14,336	F	395,789	423,776	492,410	68,634	F	1,471,460
Casualty and Liability	262,961	203,200	(59,761)	U	724,761	906,947	842,470	(64,477)	U	2,457,720
Other	46,482	55,330	8,848	F	125,062	126,344	221,730	95,386	F	664,675
<b>Total Operating Expenses</b>	<b>9,262,851</b>	<b>8,853,314</b>	<b>(409,537)</b>	<b>U</b>	<b>29,730,577</b>	<b>35,402,830</b>	<b>35,603,274</b>	<b>200,444</b>	<b>F</b>	<b>107,139,085</b>
<b>Operating Surplus / (Deficit)</b>	<b>(\$2,240,696)</b>	<b>(\$1,850,312)</b>	<b>(\$390,384)</b>	<b>U</b>	<b>(\$296,853)</b>	<b>(\$1,459,065)</b>	<b>(\$1,707,140)</b>	<b>\$248,075</b>	<b>F</b>	<b>\$0</b>
Capital Grant Revenue	1,345,056		1,345,056	F	1,089,356	2,034,886		2,034,886	F	
Capital Grant Revenue -CARES Act	37,281		37,281	F	0	160,508		160,508	F	
Rental income - MCC Amortization	49,167		49,167	F	196,668	196,668		196,668	F	
GASB 87 Lease Interest Expense	(20,347)		(20,347)	U		(81,283)		(81,283)	U	
Depreciation and Amortization	(1,871,617)		(1,871,617)	U	(8,201,023)	(7,650,351)		(7,650,351)	U	0
<b>Surplus / (Deficit)</b>	<b>(\$2,701,156)</b>	<b>(\$1,850,312)</b>	<b>(\$850,844)</b>	<b>U</b>	<b>(\$7,211,852)</b>	<b>(\$6,798,637)</b>	<b>(\$1,707,140)</b>	<b>(\$5,091,497)</b>	<b>U</b>	<b>\$0</b>

# Metropolitan Transit Authority

## Comparative Balance Sheets

	Month Ended October 31, 2022 (unaudited)	Month Ended June 30, 2022 (audited)
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$3,791,058	\$3,780,301
Receivables from federal, state and local government	651,925	1,483,679
Accounts receivable	1,075,864	1,513,979
Materials and supplies	3,235,574	3,288,783
Prepaid expense and other	2,004,511	1,651,572
Pension & OPEB Deferred Outflow	34,548,339	34,548,339
Total Current Assets	45,307,271	46,266,653
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Building, shelter and benches	119,170,000	118,892,706
Revenue equipment and parts	187,151,774	187,050,821
Office furniture and equipment	6,444,059	6,377,272
Other	7,563,970	5,654,722
	335,062,828	332,708,546
Less: Accumulated Depreciation	(188,621,262)	(180,956,798)
Total Property and equipment, net	146,441,566	151,751,748
<b>OTHER ASSETS</b>		
North Nashville Property (Lease)	7,063,765	7,063,765
Cash and investments for self-insurance and other	902,459	731,607
<b>TOTAL ASSETS</b>	<b>\$199,715,061</b>	<b>\$205,813,773</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$3,571,054	\$3,158,951
Accrued expenses	8,163,105	7,733,165
Deferred revenue	155,803	99,427
Note Payable	0	0
Total Current Liabilities	11,889,962	10,991,543
<b>NON-CURRENT LIABILITIES</b>		
Deferred Revenue	6,000,777	6,197,445
North Nashville Lease Liability	7,049,599	7,049,599
Net Pension Liability	4,206,838	4,206,838
Pension & OPEB Deferred Inflows	24,580,424	24,580,424
Net other postemployment benefits obligations	79,108,586	79,108,586
<b>NET ASSETS</b>		
Invested in capital assets	140,440,789	145,554,303
Reserve for capital purchases	552,459	381,607
Unrestricted	(67,315,736)	(77,403,145)
Current Year Surplus / (deficit)	(6,798,637)	5,146,573
Total Net Assets	66,878,875	73,679,338
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$199,715,061</b>	<b>\$205,813,773</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$903,243 84.0%	\$67,757 6.3%	\$16,859 1.6%	\$88,005 8.2%	\$1,075,864 100.0%
Accounts Payable	\$2,931,668 82.1%	\$419,845 11.8%	\$17,820 0.5%	\$201,721 5.6%	\$3,571,054 100.0%

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	M-I-22-035	Meeting Date:	12/15/2022
Item Title:	Monthly Operating Statistics		

## BACKGROUND:

Attached are monthly operating statistics through October 2022.

Ridership this month, though more than a 30% increase from October of 2021, is no longer increasing month-to-month, indicating a bit of a plateau in the overall ridership recovery. The last three months' total ridership figures (August, September, and October) were all within less than one percent of one another.

Overall, this was a good month in the operational areas of Safety, Service Quality, and Maintenance, with most indicators meeting or exceeding goal. One area of note for this month is the significant difference between budgeted and actual cost per revenue hour of service, which was also somewhat elevated in September. As mentioned last month, there can be anomalies that could impact the cost per hour calculation month to month due to timing of expenses. As you move through the fiscal year, the year-to-date cost per hour will be more smoothed. While the year-to-date cost per hour through October is still higher than budget, possible contributing factors include the fact that budgeted cost per hour includes new service hours not yet implemented. Also, while new service has not yet been implemented, there are still fixed overhead costs that are spread over lower actual revenue hours also inflating the actual cost per hour. Another contributing factor is all the recruiting costs being incurred as we train new operators that are not contributing to revenue service. Fortunately, as we implement new service, the cost per hour should begin to gravitate closer to budgeted cost per hour. However, since the new service has been pushed back to the Spring 2023 time-frame, we will not reach the original budgeted revenue hours and will likely see cost per hour come in above the target of \$141.46.

## CURRENT STATUS:

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

## APPROVED:

























Chief Operating Officer

December 9, 2022

Date

## Operations Dashboard Report

	October-2022	October-2021	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	680,019	510,809	33.1%		
Access Ridership	30,778	25,388	21.2%		
Total Ridership	710,797	536,197	32.6%	700,000	
Percentage of Pre-Pandemic Ridership	78.7%	59.4%	19.3%	85.0%	
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	16.03	13.11	22.3%	16.00	
Access Passengers per Revenue Hour	1.81	1.66	9.0%	1.75	
Cost Per Scheduled Revenue Hour	\$163.73	\$135.44	20.9%	\$141.46	
<b>Safety</b>					
Total Collisions per 100,000 miles	4.6	4.9	-6.7%	4.8	
Preventable Collisions per 100,000 miles	1.4	2.5	-41.7%	1.6	
<b>Service Quality</b>					
Bus Trip Completion	99.79%	99.86%	-0.06%	99.75%	
Bus On-Time Performance	84.1%	87.8%	-3.8%	85.0%	
Access On-Time Performance	91.0%	92.9%	-1.9%	92.0%	
<b>Maintenance</b>					
Bus Miles Between Road Calls	7,473	5,770	29.5%	6,000	
Access Miles Between Road Calls	24,765	18,992	30.4%	18,000	
<b>Customer Care</b>					
Bus Passengers per Complaint	4,304	4,329	-0.6%	4,000	
Access Passengers per Complaint	256	453	-43.4%	400	
Percent of Calls Answered	94.5%	94.7%	-0.2%	95.0%	
<b>Staffing</b>					
% of Operator Positions Filled	90.8%	94.5%	-3.7%	95.0%	
% of Maintenance Positions Filled	86.0%	88.2%	-2.2%	95.0%	
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	18.0%	16.6%	1.4%	18.0%	
% of Boardings at Covered Stops (including Central)	72.1%	71.4%	0.7%	73.0%	

 Exceeding Goal    
  Within 10% of Goal    
  More than 10% off Goal

## Operations Dashboard Report

	FY2023 October-2022	FY2022 October-2021	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	2,628,671	1,905,115	38.0%		
Access Ridership	120,111	100,943	19.0%		
Total Ridership	2,748,782	2,006,058	37.0%	2,800,000	▲
Percentage of Pre-Pandemic Ridership	80.6%	58.8%	37.0%	85.0%	▲
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	15.57	12.80	21.6%	16.00	▲
Access Passengers per Revenue Hour	1.77	1.68	5.4%	1.75	●
Cost Per Scheduled Revenue Hour	\$156.93	\$148.11	6.0%	\$141.46	◆
<b>Safety</b>					
Total Collisions per 100,000 miles	4.7	4.7	-0.5%	4.8	●
Preventable Collisions per 100,000 miles	1.8	2.2	-21.0%	1.6	◆
<b>Service Quality</b>					
Bus Trip Completion	99.83%	99.91%	-0.08%	99.75%	●
Bus On-Time Performance	85.4%	88.6%	-3.2%	85.0%	●
Access On-Time Performance	92.0%	93.5%	-1.5%	92.0%	▲
<b>Maintenance</b>					
Bus Miles Between Road Calls	5,882	5,068	16.1%	6,000	▲
Access Miles Between Road Calls	17,537	19,967	-12.2%	18,000	▲
<b>Customer Care</b>					
Bus Passengers per Complaint	5,094	4,019	26.7%	4,000	●
Access Passengers per Complaint	295	396	-25.4%	400	◆
Percent of Calls Answered	93.5%	95.1%	-1.6%	95.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	91.7%	95.1%	-3.4%	95.0%	▲
% of Maintenance Positions Filled	82.5%	87.5%	-5.0%	95.0%	◆
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	17.4%	16.2%	1.2%	18.0%	▲
% of Boardings at Covered Stops (including Central)	71.8%	72.0%	-0.2%	73.0%	▲

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

# Operations Dashboard Glossary

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

## Operations Dashboard Glossary

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

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## List of Upcoming Procurement Projects

Meeting Date: 12/15/2022

Item #: M-I-22-036

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

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

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

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

**Project Name: Buchanan Transit Stop Construction**

- Brief Description: This project will construct four shared cycle track transit platforms on Buchanan Street and a new pedestrian crosswalk at 16<sup>th</sup> Ave. N. Each of the four shared cycle track transit platforms includes curb changes to accommodate the bicycle lane ramping up to the same elevation as the sidewalk.
- Anticipated Publish Date: January 2023
- Estimated Total Project Value: \$373,000

**Project Name: Installation of Condensing Unit – Myatt**

- Brief Description: This project is for the installation and commissioning of a new 50-ton condensing unit that has been purchased under a separate cover for 430 Myatt Drive.
- Anticipated Publish Date: January 2023
- Estimated Project Value: \$155,000

**Project Name: Myatt Pit Fill In**

- Brief Description: This project will demo and fill the pit located in the Myatt Maintenance facility.
- Anticipated Publish Date: January 2023
- Estimated Total Project Value: \$300,000

**Project Name: Shuttle Bus Rebuilds**

- Brief Description: This project is to rebuild (21) twenty-one 2013 Ford E450 Glavel shuttle buses to ensure operational capability and continued service.
- Anticipated Publish Date: January 2023
- Estimated Project Value: \$1,100,000.00

**Project Name: Zero Emission Fleet Transition Plan**

- Brief Description: Consultant Services to assist the Agency in developing a plan to transition to a zero emissions fleet
- Anticipated Publish Date: January 2023
- Estimated Project Value: \$500,000



**Project Name: Joint Bus Procurement**

- Brief Description: Long-term agreement for fleet replacement to meet Federal Transit Authority replacement criteria.
- Anticipated Publish Date: March 2023
- Estimated Project Value: \$ 32,100,000

**CURRENT STATUS:**

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

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

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**APPROVED:**

*Denise Richardson*

*Director of Procurement & Business Diversity*

*December 9, 2022*

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-0037	Meeting Date:	12/15/2022
Item Title:	Armored Car Contract Award		

### BACKGROUND:

MTA currently contracts with Loomis Armored Services for armored car pick-up and cash processing services for all cash collected through our fare boxes. They pick up our portable vaults every weekday at our Nestor property and at our Myatt property when needed. They are responsible for counting the cash and delivery to US Bank for deposit into MTA's operating account.

In December 2021, the Board approved a one-year extension to our expiring 5-year contract to allow more time to complete the RFP process that had been delayed. The first RFP in 2021 which only requested cash pick and delivery services was rejected by the only two companies in the middle Tennessee region, Brinks and Loomis, indicating that they would not bid on the services unless it included cash processing services. The expiring contract included both pick-up and processing services. We were attempting to restrict the services to just cash pick-up and delivery since our banking partner also has cash processing.

The new RFP contained both cash pick-up and cash processing consistent with the expiring contractual terms. The RFP was issued on September 28, 2022, and advertised on the MTA website as well as TransitTalent.com, a third-party advertising agency we use to promote our solicitations.

We received two responses from both companies offering armored car services in the middle Tennessee region. The first was from Brinks who chose not to submit a bid at this time as they are going through a reorganization and will not be entertaining any new solicitations until after the first of the year. Loomis also submitted a bid for a 5-year contract to service our Nestor location with an option to also service Myatt should it be needed in the future. Loomis' proposal represented a 1.6% increase over the expiring contract with annual increases of 3% per year in the out years. The total proposed contract value for the 5-year period is \$743,040.60. The contract fell within the range of our independent cost estimate and is considered to be fair and reasonable. Loomis also accepted MTA's proposed contract language with no exceptions.

### RECOMMENDATION:

Based upon the explanation above, we are requesting the Board approve a new five-year contract with Loomis Armored Services at an amount not to exceed \$743,040.16 over the life of the contract which would start January 1, 2023, and expire December 31, 2027.

### APPROVED:

\_\_\_\_\_  
Board Secretary

December 15, 2022

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-038	Meeting Date:	12/15/2022
Item Title:	WeGo Central Dunkin Donuts Lease Assignment		

### BACKGROUND:

In October 2021, the Board approved an assignment of our Dunkin Donuts lease at the 5<sup>th</sup> Avenue level of the Elizabeth Duff Transit Center from Sweet Liberty to the Bluemont Group, a large Dunkin Donut franchisee located in Knoxville, TN. Other parties involved in this assignment are the Tennessee Business Enterprises (TBE) in the Division of Rehabilitative Services in the Tennessee Department of Human Services and a blind vendor operating under license through TBE. As a condition of that assignment, Bluemont Group agreed to complete store renovations that would be at least equal to and possibly exceed the \$150,000 that Sweet Liberty had agreed to complete. We are happy to report that the renovations were completed over a 10-day period and the store reopened on November 16, 2022. As a reminder, in our due diligence, we found Bluemont Group to be financially stable, and we have received timely lease payments since the assignment took effect in November 2021. Also, the store sales have completely recovered to pre-pandemic sales levels.

Bluemont Group, LLC contacted MTA in August 2022 to let MTA know that it was in the process of financial restructuring with a new banking arrangement to grow the company. One of the stipulations for the new financing arrangement was for Bluemont Group to create a new entity to house all its Tennessee stores, including the Elizabeth Duff Transit Center location. The new legal entity that will be responsible for the monthly lease payments is Bluemont Group TN Acquisition Operations, LLC, which is a wholly-owned subsidiary of Bluemont Group, LLC.

Margaret Behm has worked closely with Bluemont attorneys to draft the new Assignment and Assumption of Lease for Store Space. This document changes the assignment of MTA's lease from Bluemont Group, LLC to the new entity, Bluemont Group TN Acquisition Operations, LLC. All obligations are guaranteed by Bluemont Group, LLC. The financial statements of the new entity have been reviewed. The blind vendor and TBE are also agreeable to the assignment agreement with the new entity. Bluemont Group will also pay all our attorney fees related to the drafting of the new agreement.

### RECOMMENDATION:

MTA has had a good working relationship with Dunkin Donuts, which has been a positive benefit for our customers that pass through WeGo's Elizabeth Duff Transit Center on a daily basis. Based upon the explanation above, we request the Board gives the MTA CEO the authority to sign the new Assignment and Assumption of Lease for Store Space agreement. This agreement changes the assignment of the current lease with Bluemont Group for the WeGo 5<sup>th</sup> Avenue retail space to Bluemont Group TN Acquisition Operations, LLC. TBE and the blind vendor would remain a party to the lease. Nashville MTA will continue to receive a lease payment equivalent to 5% of Dunkin Donuts' gross monthly sales for the term of the lease which expires on February 28, 2029.

### APPROVED:

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Board Secretary

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December 15, 2022

Date

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

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

Item Number:	NICE-D-22-022	Meeting Date:	12/15/2022
Item Title:	WeGo Central Renaming Signage Update		

## BACKGROUND:

Earlier this year, concurrent with the naming of the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center, the MTA Board recommended, and subsequently Metro Council voted to rename WeGo Central the Elizabeth Duff Transit Center at WeGo Central. To commemorate the name change, WeGo staff have worked internally and with the design consultants to provide visuals for typical location and signage concepts. Considered signage concepts for WeGo Central include exterior signage as well as internal displays that highlight Elizabeth Duff's contributions to WeGo.

## CURRENT STATUS:

Kia Lewis, Engineering & Construction Project Manager, and Renuka Christoph, Chief Communications Officer will provide a presentation highlighting these signage concepts for board consideration and discussion during the New Initiatives and Community Engagement committee meeting.

## APPROVED:

  
\_\_\_\_\_  
Chief Development Officer

December 9, 2022

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-039	Meeting Date:	12/15/2022
Item Title:	2022 Title VI Program Update Adoption		

### BACKGROUND:

Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". The Federal Transit Administration (FTA) requires all recipients of federal funding to adopt and submit an agency Title VI Program every three years. The MTA Board approved the current MTA Title VI Program in September 2019 and the Program was submitted to the FTA in October 2019. The updated Title VI Program is required to be submitted to FTA in January 2023 upon approval by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions.

The MTA Title VI Program establishes specific system-wide service standards and policies as well as a *Major Service Change Policy*, a *Disparate Impact Policy*, a *Disproportionate Burden Policy*, *policies for oversight of sub-recipients*, a *Language Assistance Plan (LAP)*, and a *Public Participation Plan (PPP)*. The Public Participation Plan describes MTA's plans and strategies to engage minority and Limited English Proficiency (LEP) populations in its planning and programming activities. The PPP also details what shall be placed in MTA's notices to the public as well as the methods by which we communicate with the public. Additionally, the PPP defines what constitutes a "Major Service Change", including fare changes, and includes a description and explanation of how comments are considered through the service planning process for all proposed service changes. The PPP was updated by staff in January 2021 with a comprehensive look at how we engage with the community. The final Title VI Program 2022 document can be viewed [on the WeGo website](#).

The 2022 Title VI Program Update reflects changes to the demographic makeup of our service area and the changes made to our system since 2019 utilizing census data. MTA is currently completing a systemwide onboard passenger survey that will help augment specific passenger demographic information. Once the onboard survey is complete, staff will review the results from the survey to update rider demographic and socio-economic information as needed.

The Draft Program was released for a 21-day public review and comment period beginning on October 10, 2022, and ending on October 31, 2022. The public was given the opportunity to provide comment via phone, email, and at two public hearings held at WeGo Central and virtually via WebEx. Public notice was provided on the MTA website, media advisory, social media, and in two local newspapers, including one Spanish-language publication. The document was made available online and hard copies were made available at the public hearings. One comment was received in the public comment period and was addressed as part of the update.

### RECOMMENDATION:

Upon review and revision of the Title VI Program, staff recommends that the MTA Board approved the 2022 update to the MTA Title VI Program to be submitted to the FTA in January 2023.

### APPROVED:

\_\_\_\_\_  
Board Secretary

\_\_\_\_\_  
December 15, 2022

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

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

Item Number:	NICE-D-22-023	Meeting Date:	12/15/2022
Item Title:	Connect Downtown Study Update		

## BACKGROUND:

Connect Downtown is a comprehensive effort to improve overall mobility in and through Downtown Nashville's core. The project is a joint effort led by the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in partnership with MTA, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership.

The study will identify and examine options for improvements in traffic management, transit access, curbside and parking management, and bicycle and pedestrian safety while also supporting the anticipated growth in employment, residential and commercial development, and Nashville's primacy as a tourism destination. Transit operations is a primary area of emphasis of the study, recognizing the need for improving transit reliability for the local and regional bus network to make transit a more competitive option. Downtown traffic is one of the most significant challenges in transit reliability, creating frequent service delays and disruptions. Reliable connectivity in and through downtown is key for transit to be able to provide fast and consistent access to more places around Nashville.

For the past several months the project team has been exploring a wide range of strategies, gathering feedback, and conducting preliminary analysis to determine feasible strategies for implementation in Downtown. A [Nashville State of Downtown Mobility Report](#) was recently released providing an initial look into the current state of Downtown and findings that will help shape future improvement recommendations.

Currently, a [Build Your Own Scenario](#) survey is available to help participants think about their priorities and identify trade-offs. The information will inform the development of draft scenarios in early 2023 that will include combinations of different types of projects and programs to gather feedback from stakeholders and the public.

## CURRENT STATUS:

Marty Sewell, NDOT's Transportation Planning Director and Connect Downtown Project Manager will provide a presentation on the status of the study and along with Felix Castrodad, Director of Planning & Grants will facilitate discussion during the New Initiatives and Community Engagement committee meeting.

## APPROVED:

  
\_\_\_\_\_  
Chief Development Officer

December 9, 2022

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

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

Item Number:	NICE-D-22-024	Meeting Date:	12/15/2022
Item Title:	FY2024 Operating Budget Discussion Kick-off		

## BACKGROUND:

We anticipate that Metro Finance will issue its call for budget proposals to Metro Departments and related agencies in either late December or early January. The overall budget timeline is expected to remain consistent, with Departmental budget proposals due in February, the Mayor's budget issued in late April/early May and Council action required by the end of June.

With that in mind (and recognizing that we will need to have our budget proposals largely framed by the time the Board meets in January) we'd like to review overall trends, Better Bus service phases, and upcoming initiatives that are likely to have an impact on the operating budget. We would also like to receive any feedback and thoughts from the Members on possible initiatives in the coming year, as well as our relative risk tolerance as an agency with respect to various unknowns, such as the state of the economy, labor market, etc.

We will be providing additional background information in presentation form at the Board meeting for discussion, and will focus discussion around several decision points, as well as any other thoughts the Board might have:

1. Over the past year, we have seen inflation at levels not seen in 40 years with 7.5% to 8.5% being the norm. Short-term projections do not suggest much relief, and we will need to properly account for inflationary expectations in our normal expense lines, including labor expenses.
2. Our baseline budget request to Metro will also need to account for full year operation of services and facilities that were initiated during the current fiscal year, such as Better Bus service enhancements and the opening of the Hillsboro Transit Center.
3. We will need to be planning for investment requests around future phases of Better Bus service expansion, as well as new facilities and initiatives coming online during FY2023-24. Better Bus expansion will need to be weighted in light of ongoing challenges with respect to staffing and vehicle availability. In addition to Better Bus service expansion, we expect additional operating expenses to support the opening of the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center to begin hitting the budget during the second half of FY2023-24.
4. We have continued to rely on Federal pandemic relief funding to offset reduced operating income during the pandemic, and to "seed" service expansion in anticipation of additional funding from Metro Nashville. We have also used these funds to offset operating expenses to allow for larger amounts of our Federal formula funding to be allocated to the Capital Improvement Budget. As we see these pandemic relief funds diminish, we will need to be planning for their complete expenditure and a "return to normal" with respect to funding levels.
5. Beyond the normal impacts of inflation previously discussed, we are observing several trends with respect to specific line items in our operating budget worthy of discussion. Some of these are related to the unusual conditions we have been seeing around the world as we emerge from the pandemic. While many may be transitional, others may require a fundamental examination and alteration of our business practices. Some of these include:
  - a. Increased expenses associated with employee attraction and retention for Bus Operators and Maintenance personnel.

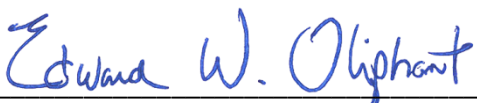
- b. Continued increases in employee healthcare expenses.
- c. Increases in contracted services to compensate for staffing shortages in areas like WeGo Access and maintenance.
- d. Costs associated with maintaining an aging small bus fleet as we continue to face the prospect of unprecedented supply chain issues with respect to the availability of small buses.

#### **CURRENT STATUS:**

Chief Executive Officer Steve Bland and Chief Financial Officer Ed Oliphant will present information with respect to financial and operating trends and key initiatives entering the FY2024 budget season. The intent is to generate sufficient discussion to provide staff direction in assembling the FY2024 operating budget request to Metro Finance and the Mayor's Office. We would anticipate using this feedback to provide you with an update on our funding request at your January meeting, in advance of the anticipated budget submission deadline in February.

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#### **APPROVED:**



*Chief Financial Officer*

*December 9, 2022*

*Date*