



# Nashville MTA Board Meeting

## Tennessee Bankers Association

211 Athens Way | Nashville, TN 37228

April 28, 2022 | 2:30 p.m.

### Board Members:

Gail Carr Williams, Chair  
Jessica Dauphin  
Mary Griffin

Janet Miller, Vice Chair  
Walter Searcy

1. Call to Order
2. Roll Call
3. Approval of the March 24, 2022 MTA Board Minutes
4. Public Comments
5. **Operations & Finance Committee – Walter Searcy, Chair**
  - Monthly Financial Report Compared to Budget – Ed Oliphant, Chief Financial Officer **OF-D-22-011 P. 7**
  - 5-Yr. Acquisition Contract & Initial Purchase of 60-Foot Articulated Buses – Andy Burke, COO & Carl Rokos, Director of Maintenance **M-A-22-006 P. 10**
  - Acquisition of Small Buses Using Emergency Procurement Procedures – Andy Burke, COO **M-A-22-007 P. 12**
  - Monthly Operating Statistics – Andy Burke, Chief Operating Officer **OF-D-22-012 P. 14**
  - Upcoming Procurement Projects List **P. 19**
6. **New Initiatives & Community Engagement Committee – Janet Miller, Chair**
  - Honorary Naming of WeGo Central & the North Nashville Transit Center – Rita Roberts-Turner, Chief Administrative Officer **M-A-22-008 P. 21**
  - WeGo Youth Action Team Year End Report – Renuka Christoph & the Oasis Center Youth Action Team **NICE-D-22-015 P. 25**
7. **CEO’s Report – Stephen G. Bland, CEO**
8. **Chair’s Report – Gail Carr Williams, Chair**
9. **Other Business**
10. **Adjournment**

**NASHVILLE METROPOLITAN TRANSIT AUTHORITY**  
**Board of Directors Meeting**

**March 24, 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, Ste. 100, Nashville, TN 37228 on Thursday, March 24, 2022.

II. **Roll Call of Persons Present:** Gail Carr Williams, Chair; Janet Miller, Vice-Chair; Walter Searcy, Member; Mary Griffin, Member; Jessica Dauphin, Member; Margaret Behm, Board Secretary; Chief Financial Officer Ed Oliphant; Chief Administrative Officer Rita Roberts-Turner; Chief Operating Officer Andy Burke; Chief Development Officer Trey Walker; Deputy Chief Operating Officer-Operations Systems Dan Freudberg; Director of Marketing & Communications Renuka Christoph; Director of System Safety & Risk Management Nicholas Oldham; Director of Maintenance Carl Rokos; Sr. Transit Planner Justin Cole; Director of Planning & Grants Felix Castrodad; and Sr. Executive Assistant & Board Liaison Monica Howse.

A quorum was established, and Chair Gail Carr Williams called the meeting to order at 2:38 p.m.

III. **Approval of Minutes:** Walter Searcy made a motion to approve the February 24, 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 reflected several ongoing concerns over the condition of many of the older buses he has ridden. Specifically, the 700 Buses and the NABI buses.
- Mr. Knight expressed concerns that the new website is not user-friendly.
- Mr. Knight asked staff to consider incentives for retaining existing bus operators.
- Mr. Knight asked board members and staff to take some time to go down to Central and listen to the concerns of the customers.

V. **Operations & Finance Committee Report:** Committee Chair Walter Searcy introduced the following items for discussion and action:

a. **Monthly Financial Report Compared to Budget (OF-D-22-009):** Chief Financial Officer Ed Oliphant reported and reflected on the statement of operations for January 2022 compared to the budget and a balance sheet as of January 31, 2022

Vice-Chair Miller asked what the ridership was like for RTA, CFO Oliphant stated that ridership was at 25-30%. As the RTA is much more reliant on Downtown office workers as its customer base, ridership return has been substantially slower on the RTA than the MTA.

Walter Searcy asked CFO Oliphant about Premier Parking coming back with a forward-looking proposal. CFO Oliphant said that they would return to the full contract when they get back to \$115,000 dollar mark.

There was no further discussion at this time.

b. **External Audit Services (M-A-22-003):** Chief Financial Officer Ed Oliphant reported the following:

This past FY 2021 audit year fulfilled the contract terms with Crosslin to provide audit services on MTA's financial statements. In January 2022, MTA solicited bids for audit services by mailing Requests for Proposals (RFP) to 20 potential audit firms, advertising in the newspaper, and posting on the website. Inquiries were received from 5 audit firms on the project, but only two firms submitted a responsive and responsible proposal according to the terms of the RFP. After a telephone tabulation on why other firms did not submit, the reasons ranged from not wanting to adhere to our contract terms, wanting to only audit virtually and others were just not interested.

The evaluation committee met and reviewed the two responsive proposer submissions and based upon the criteria outlined in the RFP, the committee selected Crosslin to continue as MTA's external auditors.

Mary Griffin asked if we used an RFI process for audit services? CFO Oliphant said that we've used the RFI in the past, but not for audit services because we send direct mailings and advertise with the firms in town. He said that he's even reached out to some firms personally and some said that they didn't participate because of staffing issues.

Walter Searcy asked if Thomason Financial Resources bid on the project and how many other DBEs were received? CFO Oliphant said that Thomason Financial Resources will work with Crosslin as a DBE and will make up 15% of this contract and there were no other DBE's that bid on this project.

The NICE Committee recommended that the Board approve a contract with Crosslin as external auditors for Nashville MTA for a cost not to exceed \$262,000 over a term of five years.

There was no further discussion, and the vote of approval was unanimous by the Board.

- c. **Acquisition of Standard 40' Transit Coaches (M-A-22-004)**: Chief Administrative Office Rita Roberts-Turner and Director of Maintenance Carl Rokos presented the following report:

Previously adopted capital plans of the Metro Transit Authority scheduled the replacement of fourteen (14) articulated buses in FY2022 and fifteen (15) standard 40' buses in FY2023. In October 2021, the staff scheduled the purchase of fourteen (14) articulated buses from New Flyer Incorporated, but this acquisition was deferred for the agency to perform additional due diligence with respect to this contractor.

During the ensuing months, this due diligence was undertaken with the cooperation of the supplier, New Flyer Incorporated, and we anticipate an award recommendation in April 2022. As part of the Metro, Capital Spending Plan adopted this past Fall, the Metropolitan Transit Authority was awarded two projects relative to the acquisition of heavy-duty transit coaches – an award of \$10,000,000 for replacement buses, and an award of \$2,000,000 for expansion buses to support service improvements included in the Better Bus initiative and the Metro Nashville Transportation Plan.

As has been reported in prior Board meetings, worldwide supply chain issues have been impacting various sectors that supply WeGo Public Transit with goods and services, and our aging fleet means that time is of the essence in terms of contract awards for replacement vehicles and to support future service expansion as proposed in our budget submissions to Metro Nashville. Currently, we are leading a consortium of Tennessee public transit agencies in the procurement of a contract to supply a variety of heavy-duty bus types – including zero emission vehicles – from which all consortium members will be able to purchase fleet in the next few years. Unfortunately, we do not anticipate this contract to be bid and awarded until later in 2022. Given the delay already sustained in bus acquisition, and ongoing concerns over delays in future deliveries due to global supply-chain issues; staff investigated other options for acquiring the necessary fleet more quickly.

We have identified a contract for standard 40' clean diesel transit coaches that was competitively procured following Federal regulations by Washington State on behalf of the transit operators in that state. This contract allows for the assignment of some of these

vehicles to other Federal Transit Administration (FTA) grantees, and the State of Washington has agreed to assign some of the vehicles from the contract to Nashville. This process is permissible under Federal regulations for cooperative procurements and is the same method we used two years ago to acquire articulated transit buses under a contract of the Commonwealth of Virginia. The Procurement Department followed the FAST Act requirements by ensuring the State of Washington's contract that was awarded was conducted under full and open competition and is not subject to geographical preferences. Upon the Board's authorization to proceed with the procurement, WeGo's Third Party inspector, First Transit, will conduct the required Pre-Award Audit to validate that the overall bus components comply with federal requirements for a minimum 70% American Built Content and final assembly requirements, proving compliance to Buy America requirements.

If approved, fifteen (15) of these buses will replace fixed route vehicles that have previously been retired along with those that have met the end of their useful life and are no longer recommended for service. The additional five (5) would support future service expansion as outlined in the Better Bus strategy as funding from Metro allows. Authorization of this purchase will be consistent with the agency's efforts to execute a more balanced schedule for capital spending and fleet replacement. Considering the lead time for production, the maintenance staff anticipates delivery dates for twenty (20) vehicles in the Spring of 2023.

Staff requested the Board provide the Chief Executive Officer authorization to use the Washington State contract form to procure twenty (20) standard 40' clean diesel transit coaches from Gillig Corporation at a cost of \$642,360 per bus including tools and training for a not to exceed the amount of \$12,847,200.00. Fifteen (15) of these buses would replace older model buses that have exceeded their useful life as called out in the most recent MTA Capital Improvement Plan, and five (5) would expand the fleet to support future service expansion as adopted in the Better Bus service strategy and Metro Nashville Transportation Plan. This authorization is contingent upon the First Transit audit verifying that the purchase complies with all federal pre-award requirements. Funding for this purchase is available through a combination of Federal Section 5307 Formula Capital Funding and Metro Nashville Capital Spending Plan funds and has been incorporated into the prior agency, Metro, and regional transportation plans.

Chair Carr Williams asked if these buses would include a maintenance plan. CAO Roberts-Tuner confirmed that it would.

Vice-Chair Miller asked Walter Searcy if he would provide the board with an update of the New Flyer purchase. Walter Searcy said that we have met with the New Flyer team and have come to a resolution, and CEO Bland will most likely come with a recommendation at the April Board meeting.

There was no further discussion, and the vote of approval was unanimous by the Board.

- d. **Monthly Operating Statistics (OF-D-22-010)**: Chief Operating Officer Andy Burke reported and reflected on the monthly operating statistics report through January 2022.

There was a general discussion about ridership. Vice-Chair Miller said with a lot of companies allowing for a hybrid schedule that she would be shocked if ridership would return to 100%. COO Burke said that he's curious about how the "return to work" policies will impact ridership, but they are continuing to watch the trends and will provide updates.

He said the RTA commuters are slower to come back than our MTA services due to the much heavier reliance of RTA on downtown office commuters, but that WeGo Star train ridership has been strong for special events.

Overall, these are the kinds of things that we are going to be watching as we see ridership improve.

There was no further discussion at this time.

**VI. New Initiative & Community Engagement Committee Report:** Vice-Chair Janet Miller presented the following items for discussion:

**a. Clarksville Pike Greater St. John MBC Ground Lease (M-A-22-005):** Chief Administrative Officer Rita Roberts-Turner presented the following:

As discussed at the Board's January 27, 2022, meeting, the North Nashville Transit Center, and associated improvements consist of four distinct capital project efforts with separate funding sources and project budgets. Together, these efforts provide not only the long-term real estate and infrastructure for the facility but also extend beyond the transit center property to improve multimodal connectivity. The four capital projects tied to the North Nashville Transit Center include:

- Long term ground leases for the facility and a companion station in the outbound direction on Clarksville pike,
- The site preparation, design, and construction of the transit center facility,
- Enhanced on-street stations along Clarksville Pike to provide a real-world laboratory environment for bus rapid transit level platform boarding concepts, and
- Neighboring pedestrian improvements to connect the neighborhood to the transit center facility.

As part of these capital improvements, WeGo has been in discussions with Greater St. John Missionary Baptist Church regarding a ground lease for approximately 0.20 acres along Clarksville Pike to facilitate construction of an on-street outbound station complimentary to the transit center. Lease payments for this property would be adopted annually in the organization's capital budget and are eligible for funding through most of the Authority's typical capital project funding sources.

In accordance with Federal Transit Administration (FTA) regulations, the property was duly appraised and the reported fair market value of \$17,500 per year was approved by the agency. Staff along with MTA legal counsel have been in negotiations for several months with the property owner, and have agreed upon the following terms:

- Landlord:** Greater St. John Missionary Baptist Church
- Tenant:** Metropolitan Government of Nashville and Davidson County, Tennessee, as Property of and for the Benefit of the Metropolitan Transit Authority d/b/a WeGo
- Premises:** A portion of the property located at 2200 26<sup>th</sup> Avenue North Nashville, TN 37208
- Acreage: 7,500 square feet or 0.17 +/- acre
- Term:** Initial Term: Fifty (50) years  
Options: Two (2) consecutive periods of ten (10) years each
- Rent:** The Rent shall be \$17,500.00 per year due as an annual lump sum on the 1st of April each year for the first 10 years. Rent will increase by 15% at the end of each ten-year period including any renewal terms as follows:

<u>Years:</u>	<u>Annual Rent:</u>
1-10	\$17,500.00
11-20	\$20,125.00
21-30	\$23,143075
31-40	\$26,615.31

41-50	\$30,607.61
51-60	\$35,198.75
61-70	\$40,478.56

**Use:** The Premises shall be used as a transit facility and related uses.

**Other Terms:** Tenant will relocate the sign currently located on the Premises at Tenant's expense.

We believe this property is extremely advantageous to advance our services to the community and would like to move forward with executing the ground lease for purposes of beginning necessary due diligence activities, with frequent status updates to the Board.

Chair Carr Williams said that it was great to see this project come to fruition and gave special thanks to CAO Roberts-Turner for her leadership on this project, and CDO Walker for working on the designs to help create this “across the street” kind of opportunity for our community to access our North Nashville Transit Center. It’s a real win for Nashville.

The Nice Committee recommended the Board give the Chief Executive Officer the authority to enter into a lease agreement with Greater St. John Missionary Baptist Church under the general terms outlined above

There was no further discussion, and the vote of approval was unanimous by the Board.

- b. Improving Bus Stops with Development (NICE-D-22-014):** Senior Transit Planner Justin Cole presented an overview of WeGo's involvement in the development review process, including examples of current and future transit stop improvements accompanying new developments across the city. The presentation also highlighted ongoing challenges and barriers to incorporating transit stop improvements with development.

There was a general discussion about developers and how we interact with them. Justin Cole said that they are engaged with Developers, and they participate in monthly calls. He and CAO Robert-Turner said that we are also seeing more developers reaching out about the benefit of transit and them wanting to partner with us. Vice-Chair Miller said that developers want to be successful and would like a new feature to attract their customers.

Margaret Behm said that she loved what the planning team was doing. She said there are a lot more opportunities to be making headway with MDHA, and invited Justin to give her a call to discuss how they can be more proactive and discuss what regulations and ordinances are in place. Walter Searcy added that we must also partner with TDOT since many of the corridors are under their jurisdiction.

Jessica Dauphin asked if improvements and new developments were codified through Council for the SP and TIS for the developers, or is it purely luck that someone sees that it’s along a transit corridor and calls us? He said that they are reviewers for planning, when they get these submittals for rezoning, and when there is one that lines up with one of our transit corridors, we work with them to add in that condition.

Jessica Dauphin asked if bus stops, and shelters are being looked at based on current ridership or projected future ridership. Justin Cole said that bus stops are looked at for future ridership.

Vice-Chair Miller asked about the cost of bus stops. Justin Cole said that it varies by what type of project it is. If we build it, there is a construction cost; if they are already in a building project, it is simple for them to add on to the project, but the average cost of a bus shelter is \$10K.

There was no further discussion.

**VII. CEO's Report:** CEO Steve Bland provided the following report for Chair Carr Williams to present on his behalf in his absence.

1. We hope you all can join us at 11:00 on Thursday, March 31 for the ribbon cutting of the Transit Center adjacent to Hillsboro High School. Mayor Cooper, Council Member Pulley, Metro Schools Director Battle, and many others will join us to celebrate the opening of this facility.
2. Work on our other transit center projects continues at a steady pace, with construction bid documents for North Nashville scheduled to be released within the next month. We are also awaiting a finding from the Federal Transit Administration on the Hickory Hollow Transit Center under the National Environmental Protection Act. This determination will be critical in allowing us to advance toward property acquisition and pursue Federal funding opportunities under the new Infrastructure Law for this facility.
3. We are scheduled to meet with the staff of the Mayor's Office and Metro Finance to discuss our FY2022-23 operating budget request.
4. On the RTA side, Gray Line continues to have issues with Operator hiring and, as a result, the RTA has to keep a reduced schedule of commuter bus service in place. The exception is for the Rutherford County corridor operated by the MTA, and for the WeGo Star commuter train operated by a subsidiary of RJ Corman. We are currently examining several options to work with Gray Line to restore full service.

**VIII. Chair's Report:** Chair Carr Williams is looking forward to the ribbon cutting at Hillsboro High School.

Chair Carr Williams acknowledged and thanked the staff for the amazing reports that were presented at the meeting. She said that the reports showed so much progress and spoke volumes of the work and challenges that have been done by the staff throughout the pandemic. She said that everyone has been visionaries on how they see transit, not just for today, but for the future as well.

Chair Carr Williams said that she was excited that all the board members were present at the board meeting and that everyone was safe and healthy.

**IX. Other Business:** There was no other business to come before the Board at this time.

**X. Adjournment:** With no further business, Chair Carr Williams called for a motion to adjourn the meeting, a proper motion was made and seconded and the meeting was adjourned at 3:47 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

Committee Discussion Item

Committee Action Item

Board Discussion Item

Item Number:	OF-D-22-011	Meeting Date:	04/28/2022
Item Title:	Monthly Financial Report Compared to Budget		

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## BACKGROUND:

Attached is a statement of operations for the month of February 2022 compared to the budget and a balance sheet as of February 28, 2022.

Actual Fare revenues continued to outperform budgeted amounts in February as ridership slowly returns. We had budgeted for fare revenues in FY2022 to recover to approximately 57% of pre-covid revenues compared to a COVID low of approximately 45% of pre-pandemic revenues. Through the first 7 months of this fiscal year, fare revenues are running at approximately 77% when compared to pre-covid numbers through January 2020. It becomes less of an apples-to-apples comparison to "pre-pandemic" revenues as we look at February 2022 since we had already started to see the impact of the pandemic starting in February 2020. However, we continue to see momentum with February 2022 fare revenues increasing 5% month over month compared to January 2022 despite having one less weekday compared to January.

As of February 28, 2022, RTA owed Nashville MTA approximately \$459,000 for services provided to and from Rutherford County as well as management fees due. MTA also had an accounts payable to RTA of approximately \$19,000 for fares collected as well as Easy Ride revenue sharing due.

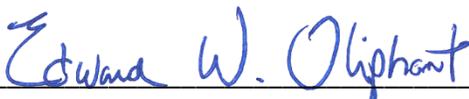
There are no other anomalies to highlight this month.

## CURRENT STATUS:

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

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## APPROVED:

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

\_\_\_\_\_  
April 22, 2022

Date

**Metropolitan Transit Authority**  
**Statement of Operations Compared to Budget**  
For the Period Ending February 28, 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	\$475,985	\$299,930	\$176,055	F	\$2,228,766	\$3,854,960	\$2,636,360	\$1,218,600	F	\$4,049,030
Access Ride	47,086	26,550	20,536	F	316,593	445,946	316,180	129,766	F	513,250
Contract Revenues	210,324	229,805	(19,481)	U	1,065,390	1,591,286	1,888,425	(297,139)	U	3,081,550
Advertising	48,912	47,950	962	F	415,745	489,947	367,850	122,097	F	502,070
Other Non-Trans Revenue	45,822	116,815	(70,993)	U	193,450	771,304	886,610	(115,306)	U	1,336,065
<b>Total Operating Revenue</b>	<b>828,129</b>	<b>721,050</b>	<b>107,079</b>	<b>F</b>	<b>4,219,944</b>	<b>7,153,443</b>	<b>6,095,425</b>	<b>1,058,018</b>	<b>F</b>	<b>9,481,965</b>
<b>Federal/State/Local Income:</b>										
Local Assistance	0	6,000,000	(6,000,000)	U	27,315,700	47,500,000	45,250,000	2,250,000	F	51,835,900
State Assistance	0	0	0	F	5,098,600	5,170,200	5,098,610	71,590	F	5,098,610
Federal Assistance - CARES Act	121,740	0	121,740	F	24,609,390	392,878	0	392,878	F	3,618,135
<b>Total Assistance Income</b>	<b>121,740</b>	<b>6,000,000</b>	<b>(5,878,260)</b>	<b>U</b>	<b>57,023,690</b>	<b>53,063,078</b>	<b>50,348,610</b>	<b>2,714,468</b>	<b>F</b>	<b>60,552,645</b>
<b>Capital Revenue:</b>										
American Rescue Operating Reimbursement	14,000,000	14,000,000	0	F	0	14,000,000	14,000,000	0	F	23,303,190
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>14,000,000</b>	<b>14,000,000</b>	<b>0</b>	<b>F</b>	<b>0</b>	<b>14,000,000</b>	<b>14,000,000</b>	<b>0</b>	<b>F</b>	<b>23,303,190</b>
<b>Total Revenue</b>	<b>\$14,949,869</b>	<b>\$20,721,050</b>	<b>(\$5,771,181)</b>	<b>U</b>	<b>\$61,243,634</b>	<b>\$74,216,521</b>	<b>\$70,444,035</b>	<b>\$3,772,486</b>	<b>F</b>	<b>\$93,337,800</b>
<b>Expenses from Operations:</b>										
Labor and Fringes	\$5,371,358	\$5,411,586	\$40,228	F	\$42,910,803	\$45,938,350	\$45,575,384	(\$362,966)	U	\$68,869,115
Services	706,128	941,755	235,627	F	5,907,313	6,597,440	7,329,265	731,825	F	11,129,395
Fuel	149,053	250,295	101,242	F	2,071,653	1,620,169	2,089,740	469,571	F	3,178,400
Parts, Materials and Supplies	510,600	462,490	(48,110)	U	3,390,744	3,355,842	3,841,450	485,608	F	5,832,870
Utilities	121,443	111,745	(9,698)	U	761,393	912,277	928,435	16,158	F	1,410,220
Casualty and Liability	184,125	191,930	7,805	F	1,483,063	1,462,829	1,563,180	100,351	F	2,318,600
Other	32,293	42,685	10,392	F	152,642	256,929	427,425	170,496	F	599,200
<b>Total Operating Expenses</b>	<b>7,075,000</b>	<b>7,412,486</b>	<b>337,486</b>	<b>F</b>	<b>56,677,611</b>	<b>60,143,836</b>	<b>61,754,879</b>	<b>1,611,043</b>	<b>F</b>	<b>93,337,800</b>
<b>Surplus / (Deficit) before GASB 33</b>	<b>\$7,874,869</b>	<b>\$13,308,564</b>	<b>(\$5,433,695)</b>	<b>U</b>	<b>\$4,566,023</b>	<b>\$14,072,685</b>	<b>\$8,689,156</b>	<b>\$5,383,529</b>	<b>F</b>	<b>\$0</b>
Capital Grant Revenue	985,462		985,462	F	17,321,308	4,404,361		4,404,361	F	
Capital Grant Revenue -CARES Act	150,455		150,455	F	41,397	324,122		324,122	F	
Rental income - MCC Amortization	49,167		49,167	F	393,336	393,336		393,336	F	
Gain/(Loss) on Sale of Property	0		0	F	(112,969)	0		0	F	
Depreciation	(1,871,749)		(1,871,749)	U	(13,715,836)	(15,897,605)		(15,897,605)	U	0
<b>Surplus / (Deficit)</b>	<b>\$7,188,204</b>	<b>\$13,308,564</b>	<b>(\$6,120,360)</b>	<b>U</b>	<b>\$8,493,259</b>	<b>\$3,296,899</b>	<b>\$8,689,156</b>	<b>(\$5,392,257)</b>	<b>U</b>	<b>\$0</b>

# Metropolitan Transit Authority

## Comparative Balance Sheets

	Month Ended February 28, 2022	Month Ended June 30, 2021
	(unaudited)	(Audited)
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$17,409,460	\$5,291,154
Receivables from federal, state and local government	734,353	4,232,776
Accounts receivable	1,282,438	746,944
Materials and supplies	3,297,174	2,982,464
Prepaid expense and other	1,775,192	1,420,871
Pension & OPEB Deferred Outflow	29,001,549	29,001,549
Total Current Assets	53,500,166	43,675,758
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Building, shelter and benches	110,826,837	110,514,846
Revenue equipment and parts	193,310,690	193,189,375
Office furniture and equipment	6,262,228	6,145,705
Other	13,482,385	8,729,214
	338,615,165	333,312,165
Less: Accumulated Depreciation	(182,153,954)	(166,287,998)
Total Property and equipment, net	156,461,211	167,024,167
<b>OTHER ASSETS</b>		
Cash and investments for self-insurance and other	731,599	350,000
<b>TOTAL ASSETS</b>	<b>\$210,692,976</b>	<b>\$211,049,925</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$1,778,497	\$1,929,138
Accrued expenses	7,707,219	7,718,662
Deferred revenue	70,570	57,547
Note Payable	0	3,000,000
Total Current Liabilities	9,556,286	12,705,347
<b>NON-CURRENT LIABILITIES</b>		
Deferred Revenue	6,394,113	6,787,449
Net Pension Liability	16,130,285	16,130,285
Pension & OPEB Deferred Inflows	3,132,430	3,132,430
Net other postemployment benefits obligations	103,168,732	103,168,732
<b>NET ASSETS</b>		
Invested in capital assets	150,067,098	157,236,718
Reserve for capital purchases	0	0
Unrestricted	(81,434,466)	(81,038,246)
Current Year Surplus / (deficit)	3,296,899	(7,072,790)
Total Net Assets	71,929,531	69,125,682
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$210,692,976</b>	<b>\$211,049,925</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$1,148,985	\$106,441	\$2,724	\$24,288	\$1,282,438
	89.6%	8.3%	0.2%	1.9%	100.0%
Accounts Payable	\$1,778,669	\$28,582	\$10,749	(\$39,503)	\$1,778,497
	100.0%	1.6%	0.6%	-2.2%	100.0%

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

<b>Item Number:</b>	<b>M-A-22-006</b>	<b>Meeting Date:</b>	<b>04/28/2022</b>
<b>Item Title:</b>	<b>5-Year Acquisition Contract and Initial Purchase of 60-Foot Articulated Buses</b>		

### BACKGROUND:

As part of the Metropolitan Transit Authority's efforts to sustain its fleet of transit buses in a state of good repair as required under the Transit Asset Management requirements of the Federal Transit Administration (FTA), the MTA will routinely solicit competitive bids for multi-year acquisition contracts for those vehicles that we repeatedly purchase. Then, on an annual basis, specific purchases will be made from these longer-term contracts in accordance with the Authority's fleet replacement plan and capital investment budget, following the terms of the multi-year contract. This practice is common in the industry and is one we have practiced for many years to assure an open and competitive process without unnecessary delay and duplication of effort.

In June 2021, a solicitation was issued to supply up to fifty (50) 60' articulated buses for use on the Authority's busiest routes over a period of up to five (5) years. Due to the specialty nature of these vehicles, and various requirements of the Federal Transit Administration with respect to rolling stock (including but not limited to Buy America provisions and the necessity of having each vehicle certified through the FTA's bus testing facility in Altoona, Pennsylvania) only two (2) suppliers are currently available to provide this equipment – New Flyer of America, Inc., a subsidiary of New Flyer Industries (NFI) and Nova Bus, a subsidiary of The Volvo Group. Currently, all similar equipment owned by the MTA is either a New Flyer Product, or a product of North American Bus Industries (NABI), which was acquired by New Flyer several years ago. Solicitations were sent to both entities, as well as being broadly published in industry publications.

Initially, both suppliers requested a delay in the proposal submission date, which was granted, with an extension of the submission date to August 12, 2021. On August 11, Nova submitted a formal no proposal/no bid letter due to their specific business issues, unrelated to either the MTA specification or acquisition schedule. This resulted in the New Flyer's bid being the only proposal received for this purchase.

In accordance with FTA requirements, a competitive and price analysis was conducted, as was a full evaluation of New Flyer's bid submission, including the required pre-award Buy-America analysis. The conclusion of this analysis was that competition was deemed adequate, that the price submitted by New Flyer was fair and reasonable, and that the proposed equipment met all relevant technical requirements of the solicitation, including Buy America and delivery schedule requirements.

Staff brought forward a recommendation to award both the 5-year acquisition contract for this equipment and an initial purchase of fourteen (14) units to the MTA Board of Directors at its October 2021 regularly scheduled meeting. Shortly before this meeting was to take place, New Flyer made the MTA aware of certain allegations that had been made against the company with respect to workplace practices and possible discrimination specifically at its Anniston, Alabama manufacturing facility. As a result of these allegations, the MTA Board of Directors requested that the award action be deferred until an investigation could be completed. The Board directed staff and the MTA General Counsel to complete this investigation and report back any findings to the Board of Directors. The Chair of the Operations and Finance Committee of the Board was engaged throughout this process to monitor progress.

Following several months of follow-up activity, including exchanges of information between the MTA and New Flyer and a (virtual) meeting between MTA senior leadership and New Flyer leadership, this investigation has been concluded. Overall, the Authority found that, while certain diversity, equity, and inclusion metrics specifically at the company's Anniston facility fall short of what would be desired, New Flyer has also instituted

a number of very strong policies, practices, training programs, etc. (including the hiring of staff specifically dedicated to this effort) that should result in continued progress in this area. The senior leadership of New Flyer also demonstrated a sincere willingness to work with the MTA and the industry as a whole to lead in this sector. As such, the recommendation of the Staff is that we move forward with the awarding of a 5-year contract with New Flyer and the immediate acquisition of the first fourteen (14) buses in this order and that we continue to review the company's progress with respect to workplace diversity, equity and inclusion with each subsequent purchase of buses through the remaining years of the agreement prior to the execution of future purchases.

**RECOMMENDATION:**

Staff recommends that the Board of Directors provide the Chief Executive Officer authority to execute a purchase contract for the initial fourteen (14) replacement 60' Articulated buses from New Flyer of America Inc. and up to fifty (50) Articulated buses total over the next five (5) years. Staff also recommends that any subsequent purchases for the duration of the contract be accompanied with a similar analysis of the status of the company's diversity, equity and inclusion program prior to award.

The total sum for the initial purchase of fourteen (14) 60' Articulated Clean Diesel Buses is \$11,587,500 (\$827,678.56 per bus). This cost includes necessary tools and training. Funding for this project is currently available through grants made for this purpose by the Federal Transit Administration (FTA) under the Section 5307 urbanized area formula program, Tennessee Department of Transportation (TDOT) matching funds, and previously approved Capital Spending Plans of the Government of Metropolitan Nashville and Davidson County.

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**APPROVED:**

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*Board Secretary*

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*April 28, 2022*

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-007	Meeting Date:	04/28/2022
Item Title:	Acquisition of Small Buses Using Emergency Procurement Procedures		

### BACKGROUND:

WeGo Public Transit currently has a fleet of 84 small buses built on Ford E450 chassis that operate in service on WeGo Access. This is a much lighter duty vehicle than our standard and articulated transit coaches. Where our transit coaches have a useful life of 12 years, the useful life of these buses is only 5 years. As a result, our capital plan calls for us to replace approximately 20 – 25 of these vehicles each year. As of today, 56% of the overall small bus fleet has exceeded its useful life.

In February 2021 the MTA Board of Directors awarded a contract to Central States Bus Sales for twenty-five (25) replacement small buses. Typically, the delivery timeframe for these vehicles is 6 – 8 months. Due to the global shortage of microchips in the automotive industry, the Ford Chassis on which these buses are built is in extremely short supply and we have been informed that delivery has been delayed until at least August of 2023, with no guarantee that this is a firm date. More recently we issued a request for proposals for these vehicles and are finding that all vendors will require eighteen (18) to twenty-four (24) months for delivery, again with no firm commitment. Waiting this long will absolutely jeopardize service availability and reliability, particularly for WeGo Access customers.

To address this worldwide crisis, staff began an assessment of various approaches to maximize service reliability to the maximum extent possible. The approaches we are pursuing include:

1. Working with our third-party contractors to determine if they can absorb additional Access trips.
2. Preparing to assign larger, heavy-duty coaches to low ridership fixed bus routes that would typically utilize small buses to free up fleet for Access.
3. Undertaking significant overhaul – at significant expense – of older buses to maximize their availability.
4. Examining scheduling practices to determine if we can acquire ramp-accessible minivans (which are apparently in greater supply).

Through the course of our examinations, we have identified a vendor that can deliver six (6) buses of the type typically used in Access service. However, there are several issues associated with this potential acquisition:

1. Time is of the essence – the vendor has these chassis in stock and will sell the buses to the first buyer they can find. As such, we do not have the time to conduct our normal procurement process.
2. The bus is built on a Chevrolet Chassis, not the Ford E450 we have been accustomed to. Although we do not have significant concerns with disrupting fleet continuity from an operations or maintenance standpoint, these vehicles **do not** meet Federal Buy America requirements in terms of domestic content of componentry. They are assembled in the United States, however. As such, we would be unable to use Federal funding toward this purchase.

Following a review of the Authority's applicable procurement policies and procedures, staff has deemed that this issue meets the criteria for an emergency procurement action, as a lack of immediate action poses a significant threat of disruption to public transit service, and significant delay in the acquisition of new fleet will result in

significant additional expense. Staff have conducted a cost/price analysis of the proposed contractors offer and have deemed it fair and reasonable with respect to similar products in the current environment.

**RECOMMENDATION:**

Staff recommends that the Board provide the Chief Executive Officer authority to approve a purchase order for the purchase of six (6) replacement Body on Chassis Cutaway Buses from Southern Bus and Mobility for the attainment of replacement vehicles used in Access Ride Service.

The total sum for this purchase is not to exceed \$1,140,000 (\$190,000 per bus), the cost per bus includes tools and training. Purchase of the vehicles will be funded with 100% local funding provided under previous Metro Nashville Capital Spending Plans toward the replacement of Access vehicles. We anticipated delivery of these vehicles this calendar year.

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**APPROVED:**

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*Board Secretary*

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*April 28, 2022*

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Committee Discussion Item

Committee Action Item

Board Discussion Item

Item Number:	OF-D-22-012	Meeting Date:	04/28/2022
Item Title:	Monthly Operating Statistics		

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## BACKGROUND:

Attached are monthly operating statistics through February 2022. In providing context on comparisons to last February's numbers, it's important to note that February 2021 saw a major winter weather event that resulted in the cancellation of nearly 10% of scheduled service for the month. Consequently, the year-over-year increases in ridership, productivity, and trip completion percentage all have significant spikes.

The Fiscal Year to Date numbers provide a less volatile picture of ongoing trends, which show a continued steady recovery in ridership and strong increases in service quality in the form of increased bus trip completion rates and miles between road calls.

## CURRENT STATUS:

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

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## APPROVED:



Chief Operating Officer

April 22, 2022

Date

# Operations Dashboard Report

	February 2022	February 2021	Pct. Change	Average Monthly Goals
<b>Ridership</b>				
<b>Total Passengers</b>				
Bus	468,207	259,703	80.3%	
Access (WeGo)	17,102	11,332	50.9%	
Access (Overflow/Taxi)	3,849	2,898	32.8%	
Access-on-Demand *	2,297	2,272	1.1%	
Access Total	23,248	16,502	40.9%	
<b>Total</b>	<b>491,455</b>	<b>276,205</b>	<b>77.9%</b>	<b>785,000</b>
Percentage of Pre-Pandemic Ridership	65.3%	36.2%	29.1%	
<b>Passengers per Revenue Hour</b>				
Bus	13.00	8.87	46.6%	18
Access	1.65	1.47	12.2%	2.1
Total Scheduled Revenue Hours	46,365	37,003	25.3%	
Total Cost Per Scheduled Revenue Hour of Service	\$145.72	\$175.39	-16.9%	
<b>Safety</b>				
Miles Between Total Accidents	31,285	42,039	-25.6%	36,000
Miles Between Preventable Accidents	118,883	154,144	-22.9%	300,000
Preventable Accidents	5	3	66.7%	
Non-Preventable Accidents	14	8	75.0%	
Total Accidents	19	11	72.7%	
<b>Service Quality</b>				
Bus Trip Completion Percentage	99.94%	90.31%	9.63%	99.50%
Access Trip Denials	0	0	0.0%	0
Miles Between Road Calls	5,037	5,709	-11.8%	3,800
<b>On-Time Performance</b>				
Bus	87.3%	89.7%	-2.4%	85.0%
Access (WeGo)	93.0%	92.9%	0.1%	89.0%
Access (Overflow/Taxi)	97.1%	98.2%	-1.1%	89.0%
Access Total	93.8%	94.0%	-0.2%	89.0%
<b>Customer Care</b>				
<b>Passengers Carried Per Complaint</b>				
Bus	4,590	3,330	37.9%	6,000
Access	474	485	-2.2%	600
Total Calls Received	17,795	18,526	-3.9%	
Percent of Calls Answered	95.9%	97.4%	-1.6%	95.0%

\* "Access on Demand service began March 2018"

# Operations Dashboard Report

	FY2022 February	FY2021 February	Pct. Change	Average Monthly Goals
<b>Ridership</b>				
<b>Total Passengers</b>				
Bus	3,786,781	2,636,461	43.6%	
Access (WeGo)	143,412	107,425	33.5%	
Access (Overflow/Taxi)	31,430	27,246	15.4%	
Access-on-Demand *	20,783	23,490	-11.5%	
Access Total	195,625	158,161	23.7%	
<b>Total</b>	<b>3,982,406</b>	<b>2,794,622</b>	<b>42.5%</b>	<b>6,280,000</b>
Percentage of Pre-Pandemic Ridership	60.9%	42.4%	18.5%	
<b>Passengers per Revenue Hour</b>				
Bus	12.60	10.50	20.0%	18
Access	1.66	1.49	11.4%	2.1
Total Scheduled Revenue Hours	387,210	323,233	19.8%	
Total Cost Per Scheduled Revenue Hour of Service	\$139.65	\$161.81	-13.7%	
<b>Safety</b>				
Miles Between Total Accidents	38,500	52,047	-26.0%	36,000
Miles Between Preventable Accidents	248,327	405,963	-38.8%	300,000
Preventable Accidents	20	10	100.0%	
Non-Preventable Accidents	109	68	60.3%	
Total Accidents	129	78	65.4%	
<b>Service Quality</b>				
Bus Trip Completion Percentage	99.5%	98.6%	0.9%	99.5%
Access Trip Denials	0	0	0.0%	0
Miles Between Road Calls	6,666	4,891	36.3%	3,800
<b>On-Time Performance</b>				
Bus	88.4%	90.6%	-2.2%	85.0%
Access (WeGo)	92.0%	93.3%	-1.3%	89.0%
Access (Overflow/Taxi)	98.0%	97.7%	0.3%	89.0%
Access Total	93.1%	94.2%	-1.1%	89.0%
<b>Customer Care</b>				
<b>Passengers Carried Per Complaint</b>				
Bus	4,231	3,333	26.9%	6,000
Access	423	482	-12.2%	600
Total Calls Received	153,144	116,695	31.2%	
Percent of Calls Answered	94.9%	96.7%	-1.8%	95.0%

\* "Access on Demand service began March 2018"

# Operations Dashboard Glossary

Metric	Definitions
<b>Ridership</b>	
<b>Total Passengers</b>	
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)
<b>Passengers per Revenue Hour</b>	
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.
<b>Safety</b>	
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
<b>Service Quality</b>	
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.
<b>On-Time Performance</b>	
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.
<b>Customer Care</b>	
<b>Passengers Carried Per Complaint</b>	
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	
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.

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

List of upcoming procurement projects

Meeting Date: 04/28/2022

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**Project Name: RFQ for Task Order Based Capital Program Support Services\*\*\***

- Brief Description: This qualifications-based solicitation for capital program support services will result in multiple contract awards for firms to provide architectural, engineering, and construction-related engineering and inspection services on a task order basis.
- Anticipated Publish Date April 2022
- Estimated Individual Contract Value: \$1,000,000 - \$3,000,000
- \*\*\*Potential Small, Minority and Woman Owned Business participation per task order

**Project Name: RFP Escalator Modernization (Rebuild) / Elevator & Escalator Maintenance**

- Brief Description: The project seeks a contractor to provide an escalator modernization rebuild solution and to provide ongoing maintenance, repair and related services for full-service elevators, escalators, and chair/platform lifts.
- Anticipated Publish Date: May 2022
- Estimated Project Value: \$675,000 - \$1,000,000 for escalator modernization and \$200,000 - \$250,000 per year for ongoing maintenance of all elevators and escalators at WeGo facilities

**Project Name: ITB - Nestor Sewer Modernization\*\*\***

- Brief Description: This project has two components; each will be bid separately. The first bid will be for the installation of a new sewer line to serve the Nestor facility and to repave the project's disturbed pavement area. The second component will be a bid to stabilize and abandon an existing 48" sewer line running under the Nestor facility and permanently remediate the existing sinkhole
- Anticipated Publish Date: May 2022
- Estimated Total Project Value: \$750,000 - \$1,000,000
- \*\*\*Potential Small, Minority and Woman Owned Business participation (40 certified vendors)

**Project Name: RFP – Enterprise Access Management (EAM) Consultant**

- Brief Description: Consulting services for EAM system replacement, including needs assessment/discovery, RFP development and procurement assistance, project management and implementation support.
- Anticipated Publish Date: May 2022
- Estimated Total Project Value: \$450,000 - \$600,000

**Project Name: Strategic Fuel Sourcing**

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

**CURRENT STATUS:**

Pursuant to earlier Board discussion, staff will provide a rolling list of upcoming procurements to the Board monthly. 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.

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**APPROVED:**



Chief Administrative Officer

April 22, 2022

Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-008	Meeting Date:	04/28/2022
Item Title:	Honorary Naming of WeGo Central and the North Nashville Transit Center		

### BACKGROUND:

Throughout the course of the development of the North Nashville Transit Center, various individuals have asked whether the Center would be named in honor of an individual. There was a widespread opinion that any recognition should be of noteworthy individuals with a connection to North Nashville, not national figures from outside the area. Last year, following her passing, several employees suggested that we use the Center to commemorate the life of Elizabeth Duff, who was the first woman and first African American woman to operate a bus in Nashville. This topic garnered spirited discussion in the North Nashville Transit Center Advisory Committee process. The Advisory Committee was comprised of religious, business, and community leaders from the North Nashville community as well as elected officials. Throughout the course of the meetings, five individuals were discussed to be honored in some manner at the Center. While all five were warmly regarded by the Committee (and Ms. Duff was specifically recognized for her connection to both the North Nashville Community, Civil Rights, and the history of public transportation in Nashville) the consensus of the Advisory Committee was that the MTA Board entertain naming the North Nashville Transit Center after Ernest “Rip” Patton, a member of the Nashville Freedom Riders who passed away in 2021.

At the January 27, 2022, Board meeting, members expressed similar sentiments related to honoring Ms. Duff and Mr. Patton for their own distinct and unique roles in advancing equality through the backdrop of public transportation. Following the Board meeting and after the staff’s consultation with board members, community leaders, North Nashville Transit Center Advisory Committee members, and members of the Duff and Patton families, the staff believes the Board has an opportunity to honor both individuals, specifically through the naming of WeGo Central in honor of Ms. Duff and the North Nashville Transit Center in honor of Mr. Patton. While the Board does not have independent authority to name a public building or facility, it may make recommendations to the Metropolitan Council, who must ultimately approve the honorary naming of such facilities.

To name a public building or structure after a person, an ordinance must be filed with and adopted by the Metropolitan Council. *CODE OF ORDINANCES*, Ch. 13.26, ord. 94-1052, § 1 (1994). Code 13.26.020 requires any ordinance seeking to name a public building to include the biographical information of the person to be honored. Also, the ordinance seeking to name a building under the operation and control of a board, as in the case of WeGo Central and the North Nashville Transit Center, shall have a recommendation of such board prior to its adoption on the second reading of the Council.

A brief biography of each individual is listed on the next page.



**Ernest “Rip” Patton** was a member of the Nashville Freedom Riders who died on August 24, 2021, at the age of 81. He participated in the downtown Nashville Civil Rights sit-ins in 1960 and was reportedly among the first wave of Freedom Riders to arrive in Jackson, Mississippi on a Greyhound bus with the intent of forcing the desegregation of interstate transportation facilities. He spent 40 days in jail at the Mississippi State Penitentiary and was expelled from TSU, then called Tennessee A & I. He, along with other Freedom Riders from TSU, was or is it “were” granted an honorary doctoral degree in 2008. (Source: *The Tennessean*)



**Elizabeth Duff** was born and raised in Nashville, Tennessee, and broke gender and color barriers by becoming the first female and first African American female bus operator in Nashville when she was hired by MTA in April 1974. She was a trailblazer for other women in the city. Proving that a woman could drive a city bus, her hire led to 3 more female drivers being hired soon thereafter. and MTA finally conceded to build its first bathrooms to accommodate female employees.

In 2004, she was named Urban Driver of the Year by the Tennessee Public Transportation Association in recognition of her attendance, cooperation, courtesy, and safety record. After 33 years of service, Duff retired from Nashville MTA in 2007. During Black History Month in 2018, Mrs. Duff was recognized by ATU Local

1235 for her extraordinary service to the city of Nashville.

Mrs. Duff died of COVID complications on February 13, 2021, at the age of 72. She was most recently recognized by WeGo Public Transit during Transit Equity Day on February 4, 2022. (Sources: *multiple*)



**RECOMMENDATION:**

Staff recommends the Board adopt the attached resolution recommending that the Metropolitan Council authorize the naming of WeGo Central after Elizabeth Duff and the naming of the upcoming North Nashville Transit Center after Ernest “Rip” Patton.

**APPROVED:**

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

\_\_\_\_\_  
April 28, 2022  
Date

## **RESOLUTION ADOPTING HONORARY NAMES AT WEGO FACILITIES**

**Whereas**, the Metropolitan Government of Nashville and Davidson County requires that in order to name a building or structure of the metropolitan government, an ordinance must be adopted by the metropolitan county council (Metro Code §13.26.010); and

**Whereas**, any ordinance filed seeking to name a building or structure under the operation or control of a board or commission of the metropolitan government shall have a recommendation of such board or commission prior to its adoption on second reading by the council (Metro Code §13.26.020); and

**Whereas**, the Metropolitan Transit Authority seeks to name its new **North Nashville Transit Center** in honor of **Ernest “Rip” Patton**, a member of the Nashville Freedom Riders, former student at Tennessee State University, and long-time North Nashville resident who passed away in 2021; and

**Whereas**, Mr. Patton pursued the desegregation of interstate transportation facilities; and

**Whereas**, Mr. Patton spent 40 days in jail at the Mississippi State Penitentiary and was expelled from TSU, which was then called Tennessee A & I, for his civil rights activities; and

**Whereas**, Mr. Patton along with other Freedom Riders, was granted an honorary doctoral degree from TSU in 2008; and

**Whereas**, following community meetings and a recommendation by participants in the North Nashville Transit Center Advisory group, the Board of the Metropolitan Transit Authority believes it is befitting to name the North Nashville Transit Center, scheduled to be completed in 2023, after Mr. Patton; and

**Whereas**, the Metropolitan Transit Authority seeks to rename **WeGo Central** transit station in honor of **Elizabeth Duff**, who was born and raised in Nashville, Tennessee, and broke gender and color barriers by becoming the first female and first African American female bus operator in Nashville when she was hired by MTA in April 1974; and

**Whereas**, proving that a woman could operate a city bus, Ms. Duff’s hire led to the employment of 3 more female drivers soon thereafter which led to MTA building its first bathrooms to accommodate female employees; and

**Whereas**, Ms. Duff, who passed away in 2021 with COVID-19 complications, served MTA for 33 years and in 2004, was named Urban Driver of the Year by the Tennessee Public Transportation Association in recognition of her attendance, cooperation, courtesy and safety record; and

**Whereas**, in 2018, she was recognized by ATU Local 1235 for her extraordinary service to the city of Nashville; and

**Whereas**, it is fitting and proper that the new North Nashville Transit Center be named in honor of Mr. Patton and the WeGo Central transit station be renamed in honor of Ms. Duff, who both in their own distinct and unique roles helped to advance equality through the backdrop of public transportation.

**NOW, THEREFORE BE IT RESOLVED** by the Board of the Metropolitan Transit Authority that the Board hereby recommends to the Metropolitan Council of the Metropolitan Government of Nashville and Davidson County the adoption of an ordinance naming the North Nashville Transit Center in honor of Ernest “Rip” Patton and renaming WeGo Central transit station in honor of Elizabeth Duff.

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Margaret L. Behm, MTA Secretary

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Committee Discussion Item

Committee Action Item

Board Discussion Item

Item Number:	NICE-D-22-015	Meeting Date:	04/28/2022
Item Title:	WeGo Youth Action Team Year End Report		

## BACKGROUND:

WeGo Public Transit has partnered with the Oasis Center since 2013 to engage high school students in representing student riders and facilitating outreach with schools. Students are led under the supervision of Adrianna Carter, the Oasis Center Youth Action Team (YAT) Program Coordinator. WeGo's Community Outreach and Engagement Specialist has facilitated program activities between the Oasis Center and WeGo since 2017.

This year, YAT is a group of eight high school students who meet weekly to participate in leadership development, team building skills, and:

- Meet with WeGo staff and tour transit facilities,
- Develop travel training for youth audiences,
- Experience WeGo through monthly excursions,
- Advocate for increased ridership and Metro funding,
- Assist with community outreach events, and
- Create social media posts for youth audience.

Current YAT members represent Hume-Fogg Academic High School, Cane Ridge High School, University School of Nashville, and Martin Luther King, Jr. Magnet High School.

## CURRENT STATUS:

YAT representatives will present the 2021-2022 school year progress report to the Nashville Metropolitan Transit Authority (Nashville MTA) New Initiatives and Community Engagement Committee.

## APPROVED:



\_\_\_\_\_  
Director of Marketing, Communications & Sales

\_\_\_\_\_  
April 22, 2022

\_\_\_\_\_  
Date