



# Nashville MTA Board Meeting

**Music City (Convention) Center**  
201 Rep John Lewis Way S., | Room 214 | Nashville, TN 37203  
September 22, 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 August 25, 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-22-027 P. 6**
  - Upcoming Procurement Projects List – Denise Richardson, Director of Procurement **M-I-22-028 P. 9**
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 listed staff will be available for questions.
  - Resolution for FY2023 Annual Grant Applications – Billy Higgins, Capital Grants Administrator **M-A-22-031 P. 11**
7. **Operations & Finance Committee – Walter Searcy, Chair**
  - Monthly Operating Statistics – Andy Burke, COO **OF-D-22-021 P. 14**
  - MTA Pension Guaranty Agreement – Ed Oliphant, CFO **M-A-22-032 P. 20**
  - Pension Plan Amendments – Ed Oliphant, CFO **M-A-22-033 P. 24**
  - Amendment to Capital Improvement Plan and Construction Contract Award for Rip Patton North Nashville Transit Center – Trey Walker, CDO, and Denise Richardson, Director of Procurement **M-A-22-034 P. 25**
8. **New Initiatives & Community Engagement Committee – Janet Miller, Chair** **P. 27**
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**  
**August 25, 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, August 25, 2022.

II. **Roll Call of Persons Present:** Gail Carr Williams, Chair; Mary Griffin, Member; Walter Searcy, Member; Jessica Dauphin, Member; Margaret Behm, Board Secretary; Chief Executive Officer Stephen Bland; Chief Operating Officer, Andy Burke; Chief Development Officer, Trey Walker; Chief Financial Officer, Ed Oliphant; Director of Maintenance, Carl Rokos; Deputy Chief Operating Officer-Operations Systems, Dan Freudberg; Director of Planning & Grants, Felix Castrodad; Director of Marketing & Communications, Renuka Christoph; Director of Procurement, Denise Richardson; Information Technology Manager, Rob McElhaney; Scheduling & Planning Manager, Katie Freudberg; and Board Liaison Monica Howse.

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

III. **Approval of Minutes:** Walter Searcy made a motion to approve the July 28th MTA Board minutes; the motion was seconded by Jessica Dauphin 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:

**Mr. Jeremiah Wooten**

Mr. Wooten's submitted written comments that were distributed to the Members pertaining to the recent release of the East Bank Vision Plan by Metro Planning, the potential for Bus Rapid Transit on the East Bank and encouraging the Board to pursue Bus Rapid Transit in the Murfreesboro Pike Corridor.

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
- Debt Obligation Notification
- Monthly Operating Statistics

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

- Video Security System Contract Award
- Operations Enterprise Software System Support/Warranty Sole Source Contract

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

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

a. **Quarterly Route Performance Report (OF-D-22-019):** Scheduling & Planning Manager Katie Freudberg presented the Quarterly Route Performance Report for the months of April, May, and June and explained some of the trends underlying the report.

System ridership continues to increase across most routes, with total ridership now at almost 80% of pre-pandemic levels. Weekends continue to recover more quickly than weekdays, with ridership responding strongly to service increases: Saturday ridership is now only 5% below pre-pandemic numbers, and Sunday ridership exceeds pre-pandemic levels by almost 5%. Early ridership results starting July 1 show the increasing ridership trend continuing.

On-time performance system-wide continues to decline as traffic levels and ridership increase but remains slightly above pre-pandemic levels. Schedule adjustments are planned for several of the routes with the largest declines in on-time performance to account for current traffic conditions and passenger loads, effective with the fall service changes in October.

There were no questions or further discussion at this time.

- b. **Memorandum of Understanding with Nashville Fairgrounds for Stop Improvement (M-A-22-026)**: Chief Development Officer Trey Walker presented this item for discussion and action.

The Operations & Finance Committee recommended that the Board provide the Chief Executive Officer the authority to enter into the proposed memorandum of understanding with The Fairgrounds Nashville for the improved outbound transit stop located on The Fairgrounds property and it was unanimously approved by the Board without further discussion.

- c. **Amendment to Capital Improvement Plan and Construction Contract Award for Rip Patton North Nashville Transit Center (M-A-22-027)**: This item was deferred to the September Board meeting to allow the staff time to respond to a bid protest that was received earlier this week.

- d. **On Call Capital Program Support Services (M-A-22-028)**: CDO Trey Walker presented the following item for discussion and action.

The Operations & Finance Committee recommended that the Board approve On Call Capital Program Support Services as presented in the recommended action item, and it was unanimously approved by the Board without further discussion.

- e. **Pension Overview (OF-D-22-020)**: CFO Ed Oliphant presented the following item for discussion:

Ed Oliphant discussed the proposed Agreement put together by General Counsel Margaret Behm and the pension attorneys explaining the process and steps to be taken when it is necessary to adopt an amendment to the Plan requiring the signature of the CEO of MTA. The Agreement also requires that no less than annually, the MTA Board be updated as to the financial status of the plan and any underlying unfunded liability that may be eligible for the guarantee. This discussion is in preparation for eventually bringing the attached Agreement to the Board for adoption.

Mr. Oliphant reminded the Board that, although the Board does not have a fiduciary responsibility for the Pension Plan or its members, the MTA does have the ultimate responsibility to assure the fiscal integrity of the plan, and provide for full funding of plan obligations in the unlikely event that it were to become insolvent. This approach was initiated by the MTA Board in the 1990's in order to eliminate required contributions to the Pension Benefit Guaranty Corporation for private employers as mandated by ERISA regulations.

Ed Oliphant availed himself of questions regarding the financial status of the plan. There were no questions or further discussion at this time.

- f. **WeGO Central & Nestor Yard Management and Enhanced Vehicle Tracking (M-A-22-029)**: Deputy COO – Operation Systems Dan Freudberg provided a brief presentation on the proposed solution during the Operations and Finance Committee meeting:

The Operations & Finance Committee recommended the Board of Directors approve a Sole Source procurement with Trapeze/Vontas (Trapeze Group, Inc) for the provision, installation, and configuration of Yard Management and Enhanced Vehicle Tracking hardware for a fixed

cost of \$1,845,632 plus \$124,368 for contingency and construction make-ready work, for a project total of \$2,000,000 and it was unanimously approved by the Board without further discussion.

As with any Sole Source procurement, an Independent Cost Estimate was conducted using a variety of sources, including historical pricing data and comparable quotes for similar solutions at other agencies, and the proposed cost was determined to be fair and reasonable. Funding for this project will be a combination of Federal, State, and Local sources, and the project is included in the approved FY2022-2023 MTA Capital Improvement Budget. Although Trapeze Group's cost proposal did not include any Disadvantaged Business Enterprise (DBE) firms, there may be opportunities for DBE participation in the make-ready work needed at Nestor and Central, and we will continue to explore opportunities with Trapeze for subcontracting work where practical to certified DBE firms.

Jessica Dauphin said that today's presentations have been full of intentional, strategic progress.

There was no further discussion at this time.

**VIII. New Initiative & Community Engagement Committee Report:** In the absence of Vice-Chair Janet, Miller Mary Griffin presented the following item for discussion and action:

**a. Fall Service Changes & Title VI Analysis (M-A-22-030):** Director of Planning & Grants Felix Castrodad presented the following item for discussion and action:

Over the past year, system service changes have focused on restoring bus service to pre-pandemic levels as ridership continues to build back up. At the same time, we have taken the opportunity to start implementation of strategic investments in the Better Bus Plan including extending hours of operation, improving frequency on major corridor routes, and establishing new services.

The Fall 2022 service changes include minor routing adjustments to several routes, particularly in the downtown area, to address on-time performance and improve overall reliability. The rest of the proposed changes for the fall relate directly to Better Bus as a continuation of implementing the next phase of the plan. While most fixed route bus service expansion is not scheduled for implementation until April 2023, the Fall changes would include a significant expansion of the WeGo Link 1<sup>st</sup> mile-last mile connector service including an expansion of the existing zone in Antioch, and new zones in South Nashville, Hermitage and Goodlettsville.

Mr. Castrodad reported that the Title VI analysis revealed no disparate impacts on disadvantaged populations or neighborhoods.

The NICE Committee recommended that the Board approve the Fall Service Changes & Title VI Analysis action item and it was unanimously approved by the Board without further discussion.

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

1. WeGo Public Transit participated with Mayor Cooper, Metro Planning and a number of Council Members, and other Metro Departments in the public release of the Imagine East Bank Vision Plan. The plan is obviously receiving a great deal of attention and is currently receiving public comment. If realized, the vision plan would have several significant projects or initiatives that would involve the MTA, including potential dedicated lane bus rapid transit on a central north/south boulevard, a transit center on the East Bank, and possible long-term implications for the Nestor Operating facility if a future vision of another Cumberland River crossing south of the downtown core is realized. In conversations with the Chair, we think it's an important enough issue to have a planning workshop with this Board, and we are working with the Chair and Lucy Kempf, the Director of Metro Planning to schedule a workshop.

2. As reported in the Operations and Finance Committee, staff requested deferral of the construction bid award to allow time for staff to more thoroughly investigate a bid protest that was received earlier this week. In the interim, our design team and project staff continue to advance various permitting activities through the necessary departments at Metro.
3. We were pleased to be invited to join with Mayor Cooper and Council Member Freddie O'Connell to celebrate the completion of a recreation facility in Salemtown that Metro Water Services undertook in collaboration with Metro Parks and WeGo. The site is adjacent to a large infrastructure project Metro Water is completing in that neighborhood, and they have created a wonderful recreational facility for the neighborhood that also incorporates a passenger waiting shelter and safer street crossing for transit riders.
4. We were pleased to be invited by NDOT to participate in the design process for evolving the bike-share program in Nashville. With NDOT taking over responsibilities for bike-share, there will be opportunities to expand partnerships in this arena, and make the availability of bike-share at our transit centers and other key stops more of a priority.
5. CEO Bland said that he was glad that everyone had the opportunity to hear from KatieFreudberg report on our ridership trends. In looking at reporting out of the broader industry, and talking to peers around the country as well as people in the consulting community, Nashville is certainly experiencing one of the faster returns to pre-pandemic ridership in the country. He said this is a credit to folks like Katie and others in our Planning and Operations Departments who initiated service changes throughout the pandemic to make WeGo more responsive to emerging rider needs. Focusing more resources on evening and weekend service improvement is an excellent example of how we've become more adaptive to our environment.
6. On the RTA side:
  - a. We continue to evaluate proposals for the Star Future Vision Study. We received 7 and they are all very detailed and comprehensive.
  - b. CEO Bland said he reported last month that we had received an unsolicited proposal for a joint development at the Donelson Station Property. In accordance with our procurement policies, we have published an intent to move forward in our normal procurement channels, inviting anyone who might be interested to let us know. This period closes on September 20.
  - c. CEO Bland said that we would be partnering with the Tennessee Titans once again this year to operate the Star to all home Titans games. Everyone can view schedules and purchase tickets on the WeGo Public Transit website.

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

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

Chair Carr Williams thanked CEO Bland for his leadership and the board members for the way that they are engaging with staff and fellow board members. She said Jessica Dauphin and Mary Griffin are fairly new to this board, but their involvement makes it seem like they have been serving on this board for a long time.

Chair Carr Williams said that she was excited about the work that is being done and that we're taking the time to celebrate the accomplishments. She said that she was looking forward to the upcoming planning meeting with Lucy Kempf and other stakeholders regarding the East Bank Vision Plan.

In conclusion, Chair Carr Williams thanked the Board Members and staff for the kindness shown to her last month, when they honored her for her 20 years of serving on the MTA Board.

XI. **Other Business:**

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 4:38 p.m.

**Attested:**

\_\_\_\_\_  
**Gail Carr Williams**  
*Chair*

\_\_\_\_\_  
**Margaret L. Behm**  
*Secretary*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Committee Discussion Item

Committee Action Item

Board Discussion Item

Item Number:	M-I-22-027	Meeting Date:	09/22/2022
Item Title:	Monthly Financial Report Compared to Budget		

## BACKGROUND:

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

While this is the first month of the new fiscal year, a couple of revenue items that need to be highlighted are Contract Revenues and Other non-transportation revenues. As you know, back-office expenses associated with our Quick Ticket fare collections system are to be shared with the Regional Transportation Authority (RTA). The identified expenses relate to license fees, IT technical support, and system administrative expenses surrounding the back-office expenses. While FY2022 had this item budgeted at \$200,000, FY2023 will be the first year this expense is actually being shared since RTA was not fully implemented in the fare collection system until an April/May 2022 timeframe.

The cost-sharing agreement in place between the two agencies agreed that the expense sharing calculation is a prorated calculation based upon 4 criteria including ridership, fare revenues, pieces of equipment, and value of the fare collection equipment used by both agencies. This agreement will also be discussed in our review of potential conflicts of interest that is presented to both agency boards annually. The calculation for shared expenses resulted in RTA's share being \$150,000 compared to the original assumption of \$200,000. Consequently, Contract revenues from RTA will be under the budget of \$50,000 for the year or \$4,166 per month. Other Non-transportation revenues are unfavorable as a result of our parking lease still not yet back to the full lease per the amended lease approved by the board last month. Metropolis Parking still believes rent payments will get back to the full lease rate sometime this Fall as businesses return to office work and entertainment venues such as TPAC return to more normal scheduled shows.

As of July 31, 2022, RTA owed Nashville MTA approximately \$248,000 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 \$32,000 for fares collected as well as WeGo Ride revenue sharing due.

## CURRENT STATUS:

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

## APPROVED:



Chief Financial Officer

September 16, 2022

Date

**Metropolitan Transit Authority**  
**Statement of Operations Compared to Budget**  
For the Period Ending July 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	\$518,449	\$517,235	\$1,214	F	\$338,002	\$518,449	\$517,235	\$1,214	F	\$6,358,780
WeGo Access	46,546	51,740	(5,194)	U	47,543	46,546	51,740	(5,194)	U	708,490
Contract Revenues	227,242	231,408	(4,166)	U	171,270	227,242	231,408	(4,166)	U	2,877,040
Advertising	56,248	36,020	20,228	F	43,196	56,248	36,020	20,228	F	552,280
Other Non-Trans Revenue	48,351	109,695	(61,344)	U	20,281	48,351	109,695	(61,344)	U	1,362,200
<b>Total Operating Revenue</b>	<b>896,836</b>	<b>946,098</b>	<b>(49,262)</b>	<b>U</b>	<b>620,292</b>	<b>896,836</b>	<b>946,098</b>	<b>(49,262)</b>	<b>U</b>	<b>11,858,790</b>
<b>Federal/State/Local Income:</b>										
Local Assistance	7,000,000	7,000,000	0	F	7,000,000	7,000,000	7,000,000	0	F	61,610,900
State Assistance	0	0	0	F	0	0	0	0	F	5,170,200
Federal Assistance - CARES Act	0	0	0	F	0	0	0	0	F	4,071,610
<b>Total Assistance Income</b>	<b>7,000,000</b>	<b>7,000,000</b>	<b>0</b>	<b>F</b>	<b>7,000,000</b>	<b>7,000,000</b>	<b>7,000,000</b>	<b>0</b>	<b>F</b>	<b>70,852,710</b>
<b>Capital Revenue:</b>										
American Rescue Operating Reimbursement	0	0	0	F	0	0	0	0	F	24,427,585
Capital Operating Reimbursement	0	0	0	F	0	0	0	0	F	0
Capital ADA Reimbursement	0	0	0	F	0	0	0	0	F	0
<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>\$7,896,836</b>	<b>\$7,946,098</b>	<b>(\$49,262)</b>	<b>U</b>	<b>\$7,620,292</b>	<b>\$7,896,836</b>	<b>\$7,946,098</b>	<b>(\$49,262)</b>	<b>U</b>	<b>\$107,139,085</b>
<b>Expenses from Operations:</b>										
Labor and Fringes	\$6,007,030	\$6,033,395	\$26,365	F	\$5,211,903	\$6,007,030	\$6,033,395	\$26,365	F	\$76,612,120
Services	883,310	949,094	65,784	F	536,882	883,310	949,094	65,784	F	11,969,110
Fuel	538,445	584,675	46,230	F	244,281	538,445	584,675	46,230	F	7,424,390
Parts, Materials and Supplies	405,822	517,195	111,373	F	366,196	405,822	517,195	111,373	F	6,539,610
Utilities	105,104	115,870	10,766	F	72,064	105,104	115,870	10,766	F	1,471,460
Casualty and Liability	216,816	213,520	(3,296)	U	204,985	216,816	213,520	(3,296)	U	2,457,720
Other	25,778	54,890	29,112	F	90,276	25,778	54,890	29,112	F	664,675
<b>Total Operating Expenses</b>	<b>8,182,305</b>	<b>8,468,639</b>	<b>286,334</b>	<b>F</b>	<b>6,726,587</b>	<b>8,182,305</b>	<b>8,468,639</b>	<b>286,334</b>	<b>F</b>	<b>107,139,085</b>
<b>Operating Surplus / (Deficit)</b>	<b>(\$285,469)</b>	<b>(\$522,541)</b>	<b>\$237,072</b>	<b>F</b>	<b>\$893,705</b>	<b>(\$285,469)</b>	<b>(\$522,541)</b>	<b>\$237,072</b>	<b>F</b>	<b>\$0</b>
Capital Grant Revenue	69,291		69,291	F	0	69,291		69,291	F	
Capital Grant Revenue -CARES Act	0		0	F	0	0		0	F	
Rental income - MCC Amortization	49,167		49,167	F	49,167	49,167		49,167	F	
Depreciation	(1,957,243)		(1,957,243)	U	(1,973,821)	(1,957,243)		(1,957,243)	U	0
<b>Surplus / (Deficit)</b>	<b>(\$2,124,254)</b>	<b>(\$522,541)</b>	<b>(\$1,601,713)</b>	<b>U</b>	<b>(\$1,030,949)</b>	<b>(\$2,124,254)</b>	<b>(\$522,541)</b>	<b>(\$1,601,713)</b>	<b>U</b>	<b>\$0</b>

# Metropolitan Transit Authority

## Comparative Balance Sheets

	Month Ended July 31, 2022	Month Ended June 30, 2022
	(unaudited)	(Audited)
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$11,717,008	\$3,780,301
Receivables from federal, state and local government	455,265	1,483,679
Accounts receivable	1,040,517	1,513,979
Materials and supplies	3,347,745	3,288,783
Prepaid expense and other	1,808,244	1,780,602
Pension & OPEB Deferred Outflow	29,001,549	29,001,549
Total Current Assets	47,370,328	40,848,893
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Building, shelter and benches	118,892,706	118,892,706
Revenue equipment and parts	187,050,821	187,050,821
Office furniture and equipment	6,377,272	6,377,272
Other	5,678,265	5,654,722
	332,732,089	332,708,546
Less: Accumulated Depreciation	(182,764,893)	(180,797,022)
Total Property and equipment, net	149,967,196	151,911,524
<b>OTHER ASSETS</b>		
Cash and investments for self-insurance and other	731,608	731,607
<b>TOTAL ASSETS</b>	<b>\$198,069,132</b>	<b>\$193,492,024</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$2,212,717	\$3,081,908
Accrued expenses	7,964,810	7,733,165
Deferred revenue	7,109,215	99,427
Note Payable	0	0
Total Current Liabilities	17,286,742	10,914,500
<b>NON-CURRENT LIABILITIES</b>		
Deferred Revenue	6,148,278	6,197,445
Net Pension Liability	16,130,285	16,130,285
Pension & OPEB Deferred Inflows	3,132,430	3,132,430
Net other postemployment benefits obligations	103,168,732	103,168,732
<b>NET ASSETS</b>		
Invested in capital assets	143,818,918	145,714,079
Reserve for capital purchases	0	0
Unrestricted	(89,873,607)	(77,274,280)
Current Year Surplus / (deficit)	(2,124,254)	(14,491,167)
Total Net Assets	51,821,057	53,948,632
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$198,069,132</b>	<b>\$193,492,024</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$892,908	\$84,895	\$36,173	\$26,541	\$1,040,517
	85.8%	8.2%	3.5%	2.6%	100.0%
Accounts Payable	\$1,753,838	\$404,971	\$49,363	\$4,545	\$2,212,717
	79.3%	18.3%	2.2%	0.2%	100.0%

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## List of Upcoming Procurement Projects

Meeting Date: 09/22/2022

Item #: M-I-22-028

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**Project Name: Strategic Fuel Sourcing**

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

**Project Name: ITB Escalator Modernization or Elevator & Escalator Maintenance**

- Brief Description: The project seeks a contractor to provide an escalator modernization or replacement solution and to provide ongoing maintenance, repair, and related services for full-service elevators, escalators, and chair/platform lifts.
- Anticipated Publish Date: September 2022
- Estimated Project Value: \$1.5 million for escalator modernization or \$2.5 million for replacement and \$200,000 - \$250,000 per year for ongoing maintenance of all elevators and escalators at WeGo facilities

**Project Name: ITB – Armored Car Services**

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

**Project Name: 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: October 2022
- Estimated Total Project Value: \$750,000 - \$1,000,000
- \*\*\*Potential Small, Minority, and Woman-Owned Business participation (40 certified vendors)

**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

**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 of 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*

*September 16, 2022*

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-031	Meeting Date:	09/22/2022
Item Title:	Resolution for FY2023 Annual Grant Applications		

### **BACKGROUND:**

The Nashville Metropolitan Transit Authority (Nashville MTA) has the authority to receive federal, state, and local financial assistance for transportation projects.

In order for Nashville MTA to apply and receive federal funds, Nashville MTA must comply with Federal Certifications and Assurances and annually submit compliance in accordance to these terms.

Federal Transit Administration (FTA) formula funding sources are as follows:

#### **5307 Urbanized Area Formula Funds**

When the apportionment is made available, Nashville MTA is eligible to use 5307 Urbanized Area Formula Funds, along with the 10% State and 10% Local match. The FY2022 apportionment for the region, combined with the State and Local match, is \$38,231,416 (total).

#### **5339 Bus and Bus Facilities Formula Funds**

Nashville MTA is eligible to use 5339 Bus and Bus Facilities Formula Funds. The FY2022 apportionment for the Nashville Urbanized Area, combined with State and Local match, is \$1,824,584 (80% Federal/10% State/10% Local).

#### **5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (EMSID) Funds**

Nashville MTA is eligible to receive EMSID funds for projects that will enhance mobility for seniors and persons with disabilities beyond traditional services that are part of a locally developed and coordinated public transit human services transportation plan. At least 55% of the program funds must be used on capital projects and requires a 20% State/Local match; operating assistance requires a 50% Local match. The FY2022 Federal apportionment is \$1,221,202 (Federal amount).

The Tennessee Department of Transportation (TDOT) funding sources are as follows:

#### **Operating Assistance**

Nashville MTA is eligible for State operating assistance from TDOT. The amount for FY2023 is \$5,314,300.

#### **Match Assistance**

Nashville MTA can request a 10% match from TDOT for all federally executed awards for formula funding of capital or planning projects.

#### **IMPROVE Act Assistance**

Nashville MTA can request up to \$5 million (requires a 20% match) for capital projects that support public transportation services.

**RECOMMENDATION:**

The attached resolution comprises the annual submittal of Certifications and Assurances for FTA funds and authorization to submit applications for grants with the FTA, the TDOT, and other grant funding entities.

We are asking the Board to:

- Adopt the attached resolution;
- Authorize the application for 5307, 5339, and 5310 funding and State/local match;
- Authorize the submittal of the application for State Operating Assistance; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during FY2023 for the benefit of the Nashville MTA.

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**APPROVED:**

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*Board Secretary*

*September 22, 2022*

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*Date*

**RESOLUTION # M-A-22-031**

**A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS  
WITH THE FEDERAL TRANSIT ADMINISTRATION AND THE TENNESSEE DEPARTMENT OF  
TRANSPORTATION FOR FINANCIAL ASSISTANCE**

**WHEREAS**, the Metropolitan Transit Authority of Nashville and Davidson County is filing applications for funds with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities; and,

**WHEREAS**, the Federal Transit Administration is authorized to make grants for mass transportation projects under the Urban Mass Transportation Act of 1964, as amended; and,

**WHEREAS**, it is required by the United States Department of Transportation that in conjunction with the filing of these applications the applicant agree to comply with all Federal legislation, regulations, and guidance pertaining to the requested financial assistance; and,

**WHEREAS**, that since 1995, the Federal Transit Administration has consolidated Annual Certifications and Assurances and requires applicants to annually submit to compliance with said Certifications and Assurances;

**NOW, THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSIT AUTHORITY OF  
NASHVILLE AND DAVIDSON COUNTY**

**SECTION 1:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to execute and file applications on behalf of the Metropolitan Transit Authority of the Metropolitan Government of Nashville and Davidson County with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in the financial assistance of capital projects and operations.

**SECTION 2:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to execute and file with such applications an assurance, or any other document required by the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities effectuating the purposes of these grants.

**SECTION 3:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to furnish such additional information as the Federal Transit Administration, the Tennessee Department of Transportation and other grant contracting entities may require in connection with the applications or the projects.

**SECTION 4:** That the Chief Executive Officer of the Metropolitan Transit Authority is authorized to execute an agreement on behalf of the Metropolitan Transit Authority of Nashville and Davidson County with the Federal Transit Administration, the Tennessee Department of Transportation, and other grant contracting entities to aid in the funding of Metropolitan Transit Authority projects.

**ATTEST:**

\_\_\_\_\_  
Margaret Behm  
Secretary

\_\_\_\_\_  
Stephen G. Bland  
Chief Executive Officer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Committee Discussion Item

Committee Action Item

Board Discussion Item

Item Number:	OF-D-22-021	Meeting Date:	09/22/2022
Item Title:	Monthly Operating Statistics		

## BACKGROUND:

Attached are monthly operating statistics through July 2022.

Please note that this is the first month of the new report format that was reviewed in previous meetings. Below is a summary of changes – please refer to the Glossary for detailed definitions of updated and newly added Key Performance Indicators (KPIs):

- Ridership
  - Access ridership has been condensed to a single line rather than separate lines for in-house (WeGo), Overflow/Taxi, and Access-on-Demand services
- Productivity and Efficiency
  - Total Scheduled Revenue Hours have been removed
- Safety
  - The absolute number of preventable and non-preventable accidents has been removed
  - Rather than Miles between accidents, collisions per 100,000 miles are displayed
    - This is an industry-standard definition
  - All collisions are now included, regardless of the severity
    - Previously, accidents with very minor damage were excluded (based on a cost threshold)
- Service Quality (combined with previous On-Time Performance category)
  - Access Trip Denials have been removed
  - Access ridership has been condensed to a single line rather than separate lines for in-house (WeGo) and Overflow/Taxi
- Customer Care
  - Total Calls Received have been removed
- Staffing (NEW)
  - % of Operator Positions Filled has been added
  - % of Maintenance Positions Filled has been added
- Customer Amenities (NEW)
  - % of Stops with Shelters (including Central) has been added
  - % of Boardings at Covered Stops (including Central) has been added

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

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

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

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

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

**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:**



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*Chief Operating Officer*

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*September 16, 2022*

*Date*

## Operations Dashboard Report

	July-2022	July-2021	Pct. Change
<b>Ridership</b>			
Bus Ridership	579,143	430,190	34.6%
Access Ridership	27,073	24,510	10.5%
Total Ridership	606,216	454,700	33.3%
Percentage of Pre-Pandemic Ridership	80.2%	60.1%	20.0%
<b>Productivity &amp; Efficiency</b>			
Bus Passengers per Revenue Hour	13.9	11.7	18.8%
Access Passengers per Revenue Hour	1.7	1.6	6.2%
Cost Per Scheduled Revenue Hour	\$149.67	\$138.09	8.4%
<b>Safety</b>			
Total Collisions per 100,000 miles	3.7	4.8	-23.1%
Preventable Collisions per 100,000 miles	1.3	2.0	-33.1%
<b>Service Quality</b>			
Bus Trip Completion	99.89%	99.90%	-0.01%
Bus On-Time Performance	88.0%	89.9%	-1.9%
Access On-Time Performance	93.6%	94.6%	-1.0%
<b>Maintenance</b>			
Bus Miles Between Road Calls	4,590	4,498	2.0%
Access Miles Between Road Calls	14,761	23,222	-36.4%
<b>Customer Care</b>			
Bus Passengers per Complaint	4,908	3,807	28.9%
Access Passengers per Complaint	483	545	-11.2%
Percent of Calls Answered	93.2%	95.2%	-2.0%
<b>Staffing</b>			
% of Operator Positions Filled	91.8%	95.3%	-3.5%
% of Maintenance Positions Filled	78.7%	87.1%	-8.4%
<b>Customer Amenities</b>			
% of Stops with Shelters (including Central)	16.6%	16.0%	0.6%
% of Boardings at Covered Stops (including Central)	71.4%	72.3%	-0.9%

## Operations Dashboard Report

	FY2023 July-2022	FY2022 July-2021	Pct. Change
<b>Ridership</b>			
Bus Ridership	579,143	430,190	34.6%
Access Ridership	27,073	24,510	10.5%
Total Ridership	606,216	454,700	33.3%
Percentage of Pre-Pandemic Ridership	84.3%	63.2%	33.3%
<b>Productivity &amp; Efficiency</b>			
Bus Passengers per Revenue Hour	13.95	11.74	18.8%
Access Passengers per Revenue Hour	1.71	1.61	6.2%
Cost Per Scheduled Revenue Hour	\$149.67	\$138.09	8.4%
<b>Safety</b>			
Total Collisions per 100,000 miles	3.6957	4.8062	-23.1%
Preventable Collisions per 100,000 miles	1.3304	1.9888	-33.1%
<b>Service Quality</b>			
Bus Trip Completion	99.89%	99.90%	-0.01%
Bus On-Time Performance	88.0%	89.9%	-1.9%
Access On-Time Performance	93.6%	94.6%	-1.0%
<b>Maintenance</b>			
Bus Miles Between Road Calls	4,590	4,498	2.0%
Access Miles Between Road Calls	14,761	23,222	-36.4%
<b>Customer Care</b>			
Bus Passengers per Complaint	4,908	3,807	28.9%
Access Passengers per Complaint	483	545	-11.2%
Percent of Calls Answered	93.2%	95.2%	-2.0%
<b>Staffing</b>			
% of Operator Positions Filled	91.8%	95.3%	-3.5%
% of Maintenance Positions Filled	78.7%	87.1%	-8.4%
<b>Customer Amenities</b>			
% of Stops with Shelters (including Central)	16.6%	16.0%	0.6%
% of Boardings at Covered Stops (including Central)	71.4%	72.3%	-0.9%

# Operations Dashboard Glossary

Metric	Definition
<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

## Board Action Item

Item Number:	M-A-22-032	Meeting Date:	09/22/2022
Item Title:	Proposed Pension Guarantor Agreement		

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### BACKGROUND:

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

### RECOMMENDATION:

Staff requests the Board approve the proposed Agreement between MTA, DTO, and the ATU and authorize the CEO to execute the Agreement.

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### APPROVED:

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*Board Secretary*

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*September 22, 2022*

*Date*

## **AGREEMENT**

**THIS AGREEMENT** (the “Agreement”) is made and entered into as of the 22<sup>nd</sup> day of September 2022, by and between Metropolitan Transit Authority, a public transit agency (“MTA”), Davidson Transit Organization, a Tennessee not-for-profit corporation (“DTO”) and Local 1235 of the Amalgamated Transit Union (the “Union”).

### **WITNESSETH:**

**WHEREAS**, the Disability and Retirement Plan Agreement of Davidson Transit Organization and Local 1235 of the Amalgamated Transit Union (the “Plan”) provides disability and retirement benefits to eligible employees of DTO;

**WHEREAS**, DTO provides all administrative and Union employees to MTA under a separate agreement;

**WHEREAS**, the Plan is maintained in connection with a collective bargaining agreement between DTO and the Union;

**WHEREAS**, the Plan is administered by a committee constituted with representatives from DTO and the Union (the “Committee”);

**WHEREAS**, MTA guarantees certain obligations and payments under the Plan;  
and

**WHEREAS**, the parties wish to enter into this Agreement to describe the procedures and purposes of the presentations of Plan amendments and funding information to the MTA Board of Directors (the “Board”);

**NOW, THEREFORE**, in consideration of the foregoing premises, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby covenant and agree as follows:

**1.** MTA acknowledges its guaranty of obligations and payments under the Plan as described in Section 20.2 of the Plan (the “Guaranty”), and the parties agree this Agreement does not increase MTA’s Guaranty beyond those obligations specified in the Plan and amendments thereto, whether the Plan was amended prior to this Agreement or hereafter;

**2.** The Guaranty shall be and is a continuing and absolute guaranty and shall remain in full force and effect until all obligations under the Plan have been satisfied.

**3.** Upon the proposed adoption of any amendment to the Plan, the Committee

shall provide a copy and explanation to the Board. The Board will consider the approval of such amendment, and upon such Board approval, the CEO is authorized to execute such amendment. The Board's review and approval of amendments to the Plan is not an oversight function but is done in order to avoid determinations of what is a material or nonmaterial Plan amendment for purposes of enforceability of the Guaranty.

**4.** The parties acknowledge the Board is not a fiduciary of the Plan or to the Plan participants and that the responsibilities of MTA and the Board described herein are not intended nor do they rise to the level of acting in a fiduciary role.

**5.** DTO shall provide periodic updates no less frequently than annually to the Board on the financial status of the Plan in order to provide the Board information as to the sufficiency of Plan assets to satisfy accrued benefit obligations under the Plan.

**6.** All references to the respective parties herein shall be deemed to refer to their respective successors or assigns.

**7.** With the exception of rights and obligations herein expressly conferred, nothing expressed or mentioned in or to be implied from this Agreement is intended or shall be construed to give to any person other than the parties hereto any legal or equitable right, remedy, or claim under or in respect to this Agreement. This Agreement and all of the covenants, conditions, and provisions hereof are intended to be and are for the sole and exclusive benefit of the parties hereto, as herein provided.

**8.** This Agreement contains the entire agreement of the parties and may not be amended except in a writing signed by both parties.

**9.** This Agreement shall be construed and interpreted under the laws of the State of Tennessee.

**10.** The Plan and its participants are intended to be third-party beneficiaries of this Agreement.

*The remainder of this page is blank.*

**IN WITNESS WHEREOF**, the undersigned parties have caused this Agreement to be executed as of the month, day, and year first above written.

ATTEST:

**DAVIDSON TRANSIT ORGANIZATION**

By: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_

ATTEST:

**TRANSIT UNION**

By: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_

ATTEST:

**METROPOLITAN TRANSIT AUTHORITY**

By: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_

By: \_\_\_\_\_

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-033	Meeting Date:	09/22/2022
Item Title:	Pension Plan Amendments		

### BACKGROUND:

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

There are two amendments being presented in this action item as summarized below, both of which have no financial impact on the Plan and have been reviewed by Margaret Behm, MTA’s attorney.

The first amendment is administrative in nature for the purpose of clarifying Article 14 of the Plan which deals with service crediting rules for rehired employees who wish to rejoin the pension plan. While this situation has not been utilized in recent history, there are several articles that deal with employees returning to the company and the pension committee and its attorney thought there should be cross-references to other related articles added to Article 14 to prevent any confusion as to when Article 14 would be applicable.

The other amendment is needed to add a designated beneficiary form that the Plan can utilize in the absence of a surviving spouse should the deceased retiree be due any return of contribution. Currently, the Plan, in absence of a surviving spouse, has to send the return of contribution to the retiree’s estate which delays any beneficiary from receiving the monies until the estate goes through probate. The designated beneficiary form would allow the return of contribution to bypass probate and go directly to the beneficiary.

Ed Oliphant and Margaret Behm will be available to answer any questions board members may have.

### RECOMMENDATION:

Staff requests the Board approve both amendments to the Pension Plan summarized above and authorize the CEO to sign the amendments as the guarantor of the Plan.

### APPROVED:

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

\_\_\_\_\_  
*September 22, 2022*

\_\_\_\_\_  
*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-22-034	Meeting Date:	09/22/2022
Item Title:	Amendment to Capital Improvement Plan and Construction Contract Award for Rip Patton North Nashville Transit Center		

### BACKGROUND:

To improve bus route connectivity, the nMotion plan identified the need for neighborhood and regional transit centers throughout the WeGo Public Transit network. The Rip Patton North Nashville Transit Center, to be located at Clarksville Pike and 26<sup>th</sup> Avenue North, will be the second neighborhood transit center built by the Agency. This facility will provide customers the ability to transfer between routes in modern and dignified surroundings that will provide a safe and secure waiting area and provide community amenities such as WiFi, ticket vending machines, public restrooms, and bus arrival information displays. It will also serve as a neighborhood mobility hub, facilitating connections with transportation networking companies such as Lyft and Uber, micromobility applications such as scooters, bike-share, and enhanced pedestrian connections to the adjoining neighborhood. Along with planned service improvements, residents of this neighborhood – who have some of the lowest auto ownership characteristics in the city – will have access to over 100,000 more jobs within a 45-minute average transit commute. Many of the design elements for the center came about after an extensive public engagement process in the North Nashville neighborhood involving several hundred residents in both in-person and virtual formats and an advisory committee of neighborhood leaders. It was also designed with the cooperation of the adjoining property owner so that it can tie seamlessly with anticipated future adjacent development.

Beginning in January 2022, the Agency and the project's construction administration team, Vivid1 Architecture, initiated outreach to local contractors advising of the upcoming construction bid. The Invitation to Bid with a minimum 13% Disadvantaged Business (DBE) participation goal was published on the Agency and B2G websites and in *Transit Talent* beginning on May 31<sup>st</sup> and notice of the solicitation's availability was emailed to 460 DBE general construction and specialty trade firms listed in the consolidated Tennessee statewide DBE directory. Following the pre-bid conference and site tour attended by 11 prime and subcontractor firms on June 14<sup>th</sup>, a second notice was sent to the DBE firms with contact information for the potential prime contractors. A prime-subcontractor outreach event was held on June 21<sup>st</sup> to facilitate subcontractor opportunities; 17 firms including three potential prime contractors participated in the event.

Two bids were received on the July 22<sup>nd</sup> due date: ICF Builders Inc./Megen Construction, JV at \$10,887,142 with 28.6% DBE participation, and Dowdle Construction at \$11,738,018 with 26.3% DBE participation. Both bids considerably exceeded the project estimate as expected, but were within 8% of each other, reflecting the current escalation of overall construction costs. Bid prices reflect the current volatility in labor, materials and supplies, bonding, interest rate, and fuel markets which the entire construction sector is experiencing. This is an issue we have communicated with the Board over the course of project design workshops in recent months. It is also a common experience of other agencies in Nashville and across the country.

ICF Builders is one of Nashville's most successful African American male-owned DBE firms with a 40-year track record of successful projects for HCA, Metro Parks, MDHA, and other agencies. Since its founding in 1993, African American male-owned Megen Construction of Cincinnati, OH has completed over \$2.5 billion of educational, healthcare, military facilities, and other federal, state, and local projects. The two firms previously worked together on the general contracting team that built downtown's National Museum of African American Music. The project's DBE-certified subcontractors are shown in the chart below:

Company	Owner	Work Description	Percentage
John Curry Electric – minority-owned	John Curry	Electrical Installation	19.3%

Company	Owner	Work Description	Percentage
Elite Roofing – minority owned	D’Arcy Porter	Roofing	4.9%
Beard Property Maintenance – minority owned	Dwight Beard	Landscaping	3.2%
A-Action Air HVAC- minority-owned	Ricky Bowser	HVAC	1.2%

Although bid pricing came in substantially above the original project budget, funding for project completion is available through amendment to the capital improvement plan that the Board approved in June. Over the past 3 years, we have been able to recognize considerable savings in several other capital projects, with the more significant projects outlined below:

Project	Original Budget	Estimated Final Cost	Difference
WeGo Central Renovations	\$10,113,083	\$7,338,018	\$2,775,065
Hillsboro Transit Center	\$4,449,499	\$3,610,000	\$839,499
Nolensville Pike Corridor Upgrades*	\$5,499,197	\$4,051,056	\$1,448,141
Cumulative Project Savings	\$20,061,779	\$14,999,074	\$5,062,705

\* - Excludes \$1,300,000 to be held in the project budget to complete Fairgrounds Station upgrades.

These projects were completed largely before the recent conditions of market volatility took hold. These savings, combined with recent funding increases through the Federal Infrastructure Investment and Jobs Act (IIJA), have resulted in approximately \$42 million in carryover funding going into this year’s capital plan.

**RECOMMENDATION:**

Staff is requesting Board approval of two related actions. First, the Staff requests the Board approve an amendment to the Authority’s Capital Investment Plan, increasing funds allocated to ongoing projects by \$7,063,755 and reducing the amount projected for unobligated carryover balances by the same amount. This will not affect the budget or schedule for other capital improvement plan projects. Second, the Staff requests the Board provide the Chief Executive Officer the authority to enter into a contract with ICF Builders Inc./Megen JV in the amount of \$10,887,142 and a project duration of 480 days. Staff also requests approval for a contingency sum of an additional \$1,635,000 which will be used solely at the Agency’s discretion to address change orders that are determined to be in the best interest of completing the project, for a not-to-exceed total construction project budget of \$12,522,142. The construction project budget is funded with a combination of federal, state, and local funding sources. The net impact of these actions will be to reduce the carryover balance in the capital investment plan from \$47,658,087 entering FY2023 to \$38,649,893 and reduce the carryover balance at the end of the plan (FY2027) from \$47,524,467 to \$40,460,812. The approximate final estimated funding shares are as follows: Federal (Section 5307 Formula Funds, Surface Transportation Block Grant, and USDOT HOPE Grant funds) – 47%; State (Improve Act Transit Capital Funding) – 31.8%; Metro Nashville Capital Spending Plan Funds – 21.2%.

**APPROVED:**

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*Board Secretary*

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*September 22, 2022*

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*Date*



# Nashville MTA Committee Meeting

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**Tennessee State Library & Archives**  
1001 Rep John Lewis Way N., | Nashville, TN 37219

September 19, 2022 | 1:00 p.m.

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## **NICE Committee**

Janet Miller, Chair  
Mary Griffin, Member

### **1. Call To Order**

### **2. Discussion Items**

- a. **East Bank Vision Plan Overview Presentation –  
Lucy Kempf, Executive Director, Metro Nashville  
Planning Commission; Bob Murphy and Anna Grider,  
Metro Planning; Ben York, Nashville Department of  
Transportation and Multimodal Infrastructure**
- b. **Potential WeGo Public Transit Plan Considerations  
WeGo Public Transit Staff**
- c. **Questions and Discussion**

**NICE-D-22-020**

**Note: The web page for the East Bank Vision Plan process can be found at <https://www.nashville.gov/departments/planning/long-range-planning/local-planning-studies/east-bank-planning-study> . This page includes links to the entire Vision Plan document. A copy of Chapter 5 (which pertains to Transportation and Mobility) is attached.**

### **3. Other Business**

### **4. Adjournment**