



# Nashville MTA Board Meeting

## Tennessee Bankers Association

211 Athens Way, Nashville, TN 37228

November 21, 2024 | 2:30 p.m.

### Board Members:

Gail Carr Williams, Chair  
Janet Miller, Vice Chair

Jessica Dauphin  
Kathryn Hays Sasser

Aron Thompson

1. **Call to Order**
2. **Roll Call**
3. **Approval of the October 24, 2024, 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 – Amanda Vandegrift, Deputy CEO of Finance & Administration **M-I-24-033** **P. 7**
  - Monthly Operating Statistics – Andy Burke, COO **M-I-24-034** **P. 14**
  - Upcoming Procurements Projects List – Vince Malone, COSA **M-I-24-035** **P. 19**
6. **Consent Agenda Items**
  - Web Services Communication – Information Technology – Rob McElhaney IT Manager **M-A-24-031** **P. 20**
  - MTA/TDOT Contract for South Nashville WeGo Link Subsidy – Felix Castrodad, Director of Planning and Grants **M-A-24-032** **P. 21**
7. **Operations & Finance Committee – Jessica Dauphin, Chair**
  - Quarterly Route Performance Report – Katie Freudberg, Scheduling & Service Planning Manager **OF-D-24-010** **P. 22**
  - MTA 60’ Articulated Bus Purchase – Andy Burke, Chief Operating Officer **M-A-24-033** **P. 25**
  - MNPD Memorandum of Understanding Renewal – Nick Oldham, CSSO **M-A-24-034** **P. 26**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Chair**
  - Adoption of the FY2025-2029 Capital Investment Plan – Billy Higgins, Capital Grants Administrator **M-A-24-035** **P. 28**
9. **Approval of the 2025 Board Meeting Schedule – Vince Malone, COSA** **M-A-24-036** **P. 46**
10. **CEO’s Report – Stephen G. Bland, CEO**
11. **Chair’s Report – Gail Carr Williams, Chair**
12. **Other Business**
13. **Adjournment**

# Nashville Metropolitan Transit Authority

## Board of Directors Meeting

October 24, 2024

I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee Bankers Association located at 211 Athens Way, Nashville, TN 37228, on Thursday, October 24, 2024.

II. **Roll Call of Persons Present:**

Gail Carr Williams, Chair

Janet Miller, Vice Chair

Jessica Dauphin, Member

Aron Thompson, Member

Kathryn Sasser, Member

Margaret Behm, Board Secretary

Stephen Bland CEO

Monica Howse, Sr. Exec. Asst. & Bd. Liaison

Debbie Frank, Deputy CEO of Growth & Dev

Amanda Vandegrift, Deputy CEO of Finance & Admin

Nick Oldham, CSSO

Vince Malone, COSA

Lydia Benda, Dir. of Eng., Construction & Proj. Mgmt.

Kym Tucker, Director of Training & Administration

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:32 p.m.

III. **WeGo Public Transit Training Center presents Mechanic Apprenticeship Program Graduation, Apprenticeship Signing Day, and WeGo Driver Academy Graduation:** Kym Tucker began the program by introducing Deputy Commissioner DeWayne Scott from the Department of Workforce and Labor Development, who offered remarks to the audience. Following his address, Kym introduced Ms. Felicia Ransom to conduct and present the Operator Graduates, Apprenticeship Graduates, and Drivers & Academy Graduates, all of whom had completed their respective programs.

In recognition of their hard work and achievements, the audience gave the graduates a heartfelt round of applause and a standing ovation. Photos of the graduates were taken with the board members and the graduates to commemorate the special occasion.

IV. **Approval of Minutes:** Vice Chair Miller made a motion to approve the September 26 Nashville MTA Board minutes. Ms. Dauphin seconded the motion, and the Board unanimously approved the minutes.

V. **Public Comments:** Chair Carr Williams opened the floor for public comments. The public was reminded that comments were limited to two minutes. The following members of the public gave public remarks:

- John Bull

VI. **Informational Items:** The following items were presented for the board members' review:

- **Monthly Financial Report Compared to Budget** – Ms. Dauphin asked Ms. Vandegrift to clarify the overtime details presented in the report. Ms. Vandegrift explained that the overtime increase was due to a 10% rise over two months, primarily driven by the need to hire more drivers. In essence, the agency had to pay out more overtime than initially budgeted.
- **Monthly Operating Statistics** – Ms. Dauphin inquired about the percentage of operator shortage reflected in the operations report. In the absence of Mr. Burke, Mr. Malone acknowledged the retention challenges affecting staffing levels but mentioned that there would be a meeting soon to address those issues.

Ms. Dauphin also inquired about the increase in WeGo Link usage. In response, CEO Bland explained that the growth in ridership was primarily due to the introduction of new zones, which has significantly expanded the service area. This expansion has likely made WeGo Link more accessible to a broader user base, contributing to the increase in ridership.

To provide a more detailed analysis, CEO Bland suggested having Hannah Schaeffer present to the Board a comprehensive report on the trends in WeGo Link usage. This would offer further insights into how the new zones are influencing service demand and user experience.

- **Upcoming Procurement Projects List** – No questions

VII. **Consent Agenda Items:** There were no consent agenda items this month.

VIII. **Operations & Finance Committee Report:** Committee Chair Jessica Dauphin presented the following items for discussion and action:

- a. **Acquisition Threshold & Manager Approval Increase Recommendations (M-A-24-029):** Vince Malone, Chief of Staff & Administration, provided the following item for action:

To accommodate recent cost increases and support future growth, it is recommended that WeGo Public Transit raise the acquisition thresholds and manager approval levels within its procurement policy. This adjustment will align the agency's policies with Federal Transit Administration (FTA) standards and provide several key benefits:

Streamlined Processes: Reduces administrative burden and accelerates decision-making for faster procurement.

Cost Efficiency: Reflects recent cost increases, enabling quicker and more cost-effective purchases.

FTA Compliance: Ensures alignment with federal guidelines for improved regulatory compliance.

Market Responsiveness: Helps WeGo remain competitive by adapting to market changes.

Improved Resource Allocation: Frees up resources to focus on larger, more strategic procurements.

This approach will enhance operational efficiency, reduce delays, and better position the agency for future needs. A comparison of the current and proposed thresholds, along with FTA guidelines, is provided below.

Staff recommended that the Board approve increasing the threshold for micro-procurements to \$10,000, small procurements to \$250,000, and raising the manager's approval authority to \$25,000.

There was a general discussion and clarification regarding the proposed changes to the procurement policy.

Ms. Dauphin made a motion to approve the Acquisition Threshold and Manager Approval Increase Recommendations action item; Ms. Hays Sasser seconded the motion, and the Board unanimously approved the minutes.

- b. **Fairgrounds Memorandum of Understanding (MOU) for Inbound Transit Stop Construction Cost-sharing (M-A-24-030):** Lydia Benda, Director of Engineering, Construction & Project Management, provided the following item for action:

In collaboration with the Fairgrounds' plans for a new entrance on Wingrove Street, NDOT and WeGo identified an opportunity to coordinate improvements. The Fairgrounds design team agreed to incorporate both intersection upgrades and the inbound transit stop into a single plan set. This collaboration streamlined the review and approval process, which is now nearing completion with Metro Water Services and TDOT.

The Fairgrounds design team has provided cost estimates for each project element. WeGo is responsible for covering the costs related to the bus stop island and the milling and paving of Nolensville Pike. Additionally, lowering the profile of Nolensville Pike to accommodate the floodway will also fulfill FEMA floodway requirements.

Estimated Costs:

Bus stop island and sidewalk replacement: \$57,161

Milling and paving Nolensville Pike: \$425,004 (necessary to meet Metro Water Services requirements for stormwater management at bus stop)

Total: \$482,165

This project focuses on enhancing accessibility, safety, and floodway compliance while also addressing the unique challenges of the location.

CEO Bland commended Ms. Benda for her outstanding leadership and dedication to ensuring the success of the project. He indicated that she has been working on various creative approaches to this design challenge with our partner agencies for several years, and that her hard work will benefit WeGo Public Transit customers for many years to come.

WeGo Staff recommended the WeGo Board authorize the Chief Executive Officer to enter a Memorandum of Understanding with the Fairgrounds, agreeing to a cost-sharing arrangement of \$482,165 for the construction of the bus stop island and the milling and paving of Nolensville Pike. The funding for the project will come from the funds WeGo receives from the Metro Capital Plan.

Ms. Dauphin made a motion to approve the Fairgrounds Memorandum of Understanding (MOU) for the Inbound Transit Stop Construction Cost-sharing action item. Ms. Miller seconded the motion, and the Board unanimously approved the minutes.

**IX. New Initiative & Community Engagement Committee Report:** There were no NICE Committee items for discussion or action this month.

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

1. CEO Bland extended congratulations to Jessica Dauphin for hosting the Transit Alliance's inaugural "Breakfast for Better Mobility," a highly successful event that celebrated regional progress toward more multimodal transportation. WeGo was proud to receive the *Transit Development of the Year Award* for the Dr. Ernest Rip Patton Jr. North Nashville Transit Center, shared with our project partners.
2. This facility continues to garner attention. WeGo hosted an educational session led by the Nashville Chapter of the Urban Land Institute, highlighting the Dr. Ernest Rip Patton Jr. North Nashville Transit Center. The event included insights into the facility's design and construction, public engagement, and operational elements.
3. A heartfelt congratulations to Janet Miller, former Chair of Nashville's Agenda, for her leadership during the *Imagine Nashville* - a community visioning process engaging thousands of Nashvillians to establish future direction for the community. The initiative, which engaged thousands of Nashvillians, identified key priorities for the city's future, including improving transit to ensure safe and efficient movement across Nashville.

4. CEO Bland thanked the WeGo team, Andy Burke, and Stantec consultants for an excellent workshop on transitioning to a zero-emission fleet. The session provided valuable insights on how WeGo should move forward, with key community partners like NES, TVA, Metro Nashville, and Vanderbilt University playing a crucial role in the process.
5. With the Choose How You Move Ballot Measure approaching, many WeGo employees have been actively participating in speaking engagements and community events, explaining the transit aspects of the measure and answering questions from the public.
6. Earlier this week, WeGo had the honor of hosting the national Transit Labor Exchange conference. This annual event brings together labor relations professionals from transit agencies across the U.S. to discuss industry trends and collective bargaining. CEO Bland also reconnected with former colleagues from various markets. CEO Bland thanked Vince Malone, Kym Tucker, and Mark Fleming for their leadership in hosting the event and in their active participation.
7. Last week, the Tennessee Public Transportation Association held its annual conference in Franklin. WeG was delighted to have Mayor Moore of Franklin give the welcoming remarks, and Mayor O'Connell provided a keynote address. Part of the TPTA Annual Conference includes the Statewide Bus, Van, and Maintenance Rodeos. CEO Bland said that he was proud

At the TPTA Annual Conference in Franklin, WeGo earned multiple awards in the Statewide Bus, Van, and Maintenance Rodeos. Highlights include:

Big Wrench Awards:

- Bus Maintenance: Troy Willis (1st), Jeremy Hensley (2nd)
- Van Maintenance: Pedro Ochoa (1st)

Big Wheel Awards:

- Bus Operations: Kevin Sentes (1st), Mark Johnson (2nd), Jerome Horton (3rd)
- Van Operations: Scott Wallace (1st)

With two Big Wrenches and two Big Wheels, the only competition WeGo did not win was the van conversion division, where there were no contestants. CEO Bland congratulated all of the mechanics and operators who participated. He said their dedication, skill, and teamwork truly stood out and made Nashville proud with their outstanding performance. WeGo was proud to take home multiple awards and to represent Nashville's dedication to excellence in transit operations.

8. On the RTA side:
  - a. At their meeting last week, The RTA Board approved a short-term strategy for enhancing the WeGo Star service. Once capital and operational improvements are completed, this strategy will include extending trips to Lebanon, adding more weekday and Saturday services, and initiating changes by 2028, pending necessary capital investments.
  - b. The *Titans Express* service continues to be a success, with trains selling out for every home game, carrying approximately 1,200 riders per game.
9. In partnership with Metro Nashville, WeGo will operate the MTA system fare-free on Election Day (November 5th). The Board approved this initiative to encourage voter turnout.
10. Finally, CEO Bland took a moment to recognize two individuals who, together, are approaching 60 years of dedication to ensuring that WeGo Public Transit remains the safe and reliable service it is today. First, he recognized Richard Kiefer, Lead Maintenance Supervisor at the

Nestor Facility, who will soon retire after 28 years of dedicated service with WeGo. Richard has worked his way up through the ranks, earning several promotions over the years, and has been a key figure in ensuring the safety and reliability of our fleet. Throughout his career, Richard has earned the respect of his colleagues thanks to his leadership, expertise, and steady hand under pressure. His calm and friendly demeanor is really misleading, given the constant pressure he's on to make the line. While we will certainly miss him, we are confident he will enjoy more time fishing in Middle Tennessee during his well-deserved retirement.

Next, CEO Bland recognized Kym Tucker, Director of Administration, for her remarkable 30 years of service. He shared that he had thoroughly enjoyed the earlier festivities celebrating the first graduates of WeGo's Maintenance Apprenticeship Program, the Apprentice Signing Day, and the most recent graduates of WeGo Academy. All of these programs, which have developed over the past four years, would not have been possible without Kym's strong leadership. Starting her career as a bus operator, she has played a pivotal role in the development of WeGo's Maintenance Apprenticeship Program and in strengthening staffing levels post-pandemic. In her capacity as Director of Administration, she has overseen both the Human Resources and Training Departments. Her calm, professional demeanor has served as a steadying hand throughout the years, especially during the challenging period of the pandemic. Not only did she sustain these critical programs, but she also improved them. CEO Bland emphasized that Kym's leadership has been crucial to WeGo's success, and he expressed deep gratitude for her unwavering dedication to both the community and her colleagues.

In conclusion, he wished them both the best as they enter this exciting new chapter.

**XI. Chair's Report:** Board Chair Carr Williams presented the following report:

Chair Carr Williams took the opportunity to celebrate some key milestones and express gratitude to several members of the WeGo family.

First, Chair Williams congratulated Ms. Tucker and Mr. Keifer on their upcoming retirements, thanking them for their years of dedication and service. She also acknowledged Ms. Tucker and the training department for their hard work in organizing the graduation and festivities that took place earlier, prior to the board meeting.

The chair took a moment to congratulate all of the graduates and expressed her appreciation for Ms. Tucker's leadership in shaping and guiding the next generation of WeGo team members.

Chair Williams also extended her thanks to Deputy Commissioner DeWayne Scott for his insightful remarks and his continued partnership with WeGo.

In addition, Chair Williams highlighted the success of the recent Zero Emissions Workshop, praising the efforts put into the event and expressing hope that WeGo can host more workshops focused on similar important topics.

Next, Chair Williams welcomed WeGo's new employees, emphasizing how excited WeGo is to have each of them onboard and how much we look forward to their contributions. Mr. Malone proudly introduced Mr. DeAntwaine Moye, WeGo's new Business Diversity Manager. He said he was thrilled to have Mr. Moye join the team and looks forward to the expertise and perspective he brings to the role.

Additionally, Mr. Dean introduced Nick Pecenka as WeGo's new Director of Operations. Mr. Pecenka brings valuable experience and a fresh perspective to the team, and we're excited to see the impact he will have in his new position.

Ms. Hays Sasser thanked the WeGo staff and board for making November 5th a free fare day to encourage people to vote.

In conclusion, Chair Williams reminded everyone to remember the Choose How You Move initiative that's on the ballot, and she hopes that everyone will exercise their right to vote.

**XII. Other Business:** There was no further business to come before this Board.

**XIII. Adjournment:** With no further business, Vice Chair Miller moved to adjourn the meeting, which adjourned at 3:45 p.m.

**Attested:**

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**Gail Carr Williams**  
*Chair*

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**Margaret L. Behm**  
*Secretary*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item     Committee Discussion Item     Committee Action Item     Board Discussion Item

Item Number:	M-I-24-033	Meeting Date:	11/21/2024
Item Title:	Monthly Financial Report Compared to Budget		

## BACKGROUND:

Attached is a summary of the interim statement of operations for the month of September 2024 compared to the approved fiscal year (FY) 2025 budget. Revenues in September 2024 were generally aligned with approved budget levels for the month, and expenses for the month were 6% less than budgeted, with several category variances related to timing, where expenses are anticipated to occur later in the fiscal year.

Overtime costs in the Fixed-Route Bus Operations category continue to be significantly higher than budgeted, being nearly two times higher than budgeted in August and September due to the ongoing labor shortage issue. Additional overtime was needed to cover holiday-related labor shortages in September. As a result of this continuing trend, total fiscal year spending to date in the Fixed Route Bus Operating category is approximately \$541,747 (or 9%) higher than anticipated in the FY 2025 budget. It does not yet include wage adjustments that will occur with the implementation of the new collective bargaining agreement with Amalgamated Transit Union Local 1235. Retroactive wage adjustments to July 1 were completed earlier this month and will be reflected in the November report. Labor shortages have also impacted the Paratransit Operations category, with the category spending to date being approximately \$146,391 (or 5%) higher than budgeted, primarily related to the use of third-party providers to cover needed services. Employee benefits costs for the fiscal year to date are approximately \$939,084 (or 9%) lower than anticipated in the FY 2025 budget. This positive variance is primarily due to the quarterly prescription rebates received through Rx Benefits and a refund that was received for prior year medical expenses. Other categories experienced negative variances related to timing or expenses and open positions, including Administration (12%), Customer Communications (13%), Planning & Development (16%), and Other (27%).

With respect to specific areas of income and expenditure on the attached profit and loss (P&L) statement, there are several underlying trends worth noting. First, Passenger Fare Revenue continues to be higher than budgeted for the first three months of the fiscal year. Second, Community Impact Partnership Revenue was recorded as zero during the first three months of the fiscal year due to the ongoing transition from the traditional transit advertising program. As reported last month, this line item has been renamed from "Advertising Sales Revenue" to "Community Impact Partnership Revenue." Labor & Fringes was under budget for the first three months of the fiscal year, which was related to the timing of insurance refunds and labor shortages. Services were significantly higher than budgeted due to overtime costs, as noted above. The Parts, Materials, & Supplies line item was lower than budgeted primarily due to having replaced several older vehicles with new buses and vans over the last few months.

As of September 30, 2024, RTA owed Nashville MTA approximately \$245,623 for services provided. In turn, MTA owes RTA approximately \$59,903 for fares collected.



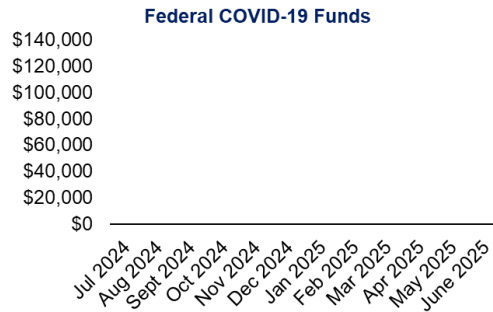
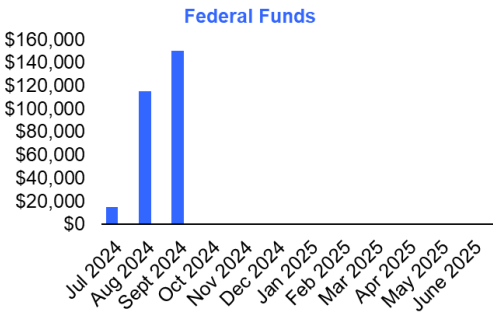
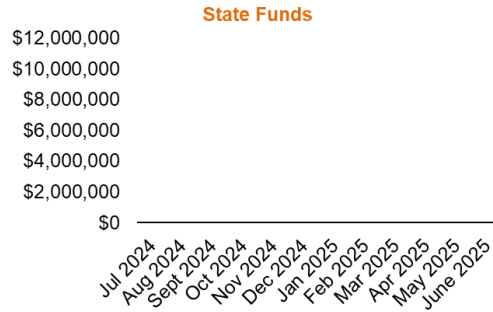
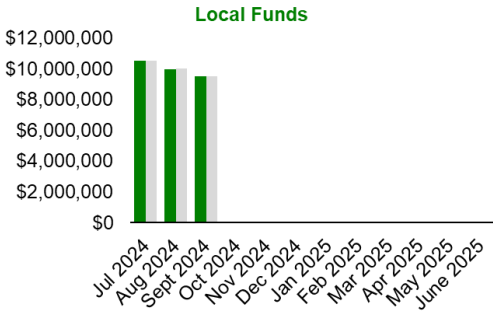
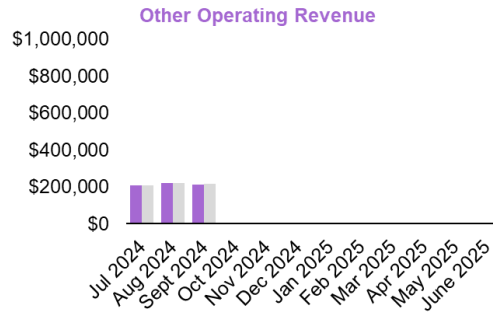
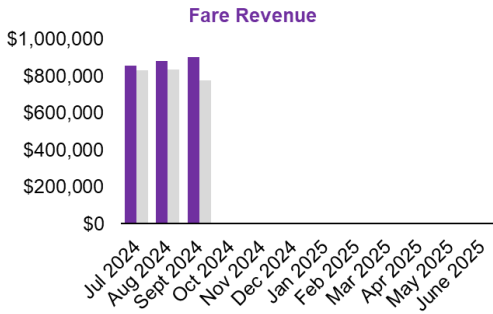
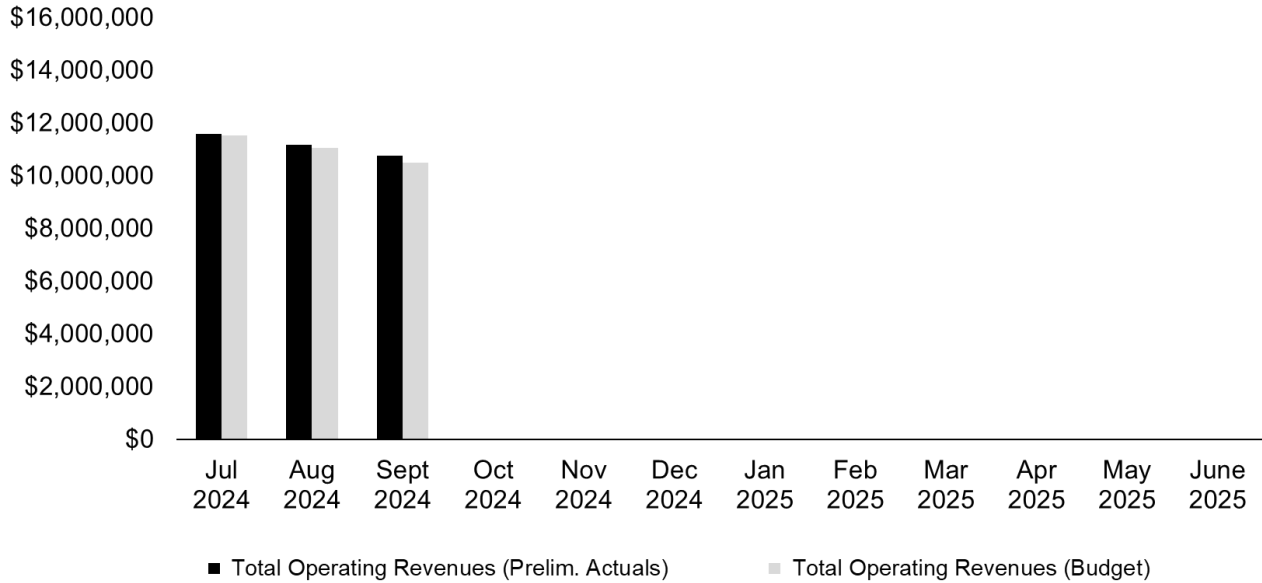
**September 2024 Operating Revenue by Category:**

	<b>September 2024</b>	<b>Fiscal Year To Date</b>	<b>Approved FY 2025 Budget</b>	<b>% Budget To Date</b>
Passenger Revenues (Budget)	777,040	2,444,840	9,569,970	26%
Passenger Revenues (Actuals)	904,301	2,642,683		28%
Other Operating Revenues (Budget)	215,660	642,990	2,612,310	25%
Other Operating Revenues (Actuals)	210,266	635,824		24%
Local Funds (Budget)	9,500,000	30,000,000	77,365,900	39%
Local Funds (Actuals)	9,500,000	29,968,907		39%
State Funds (Budget)	-	-	5,394,000	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	-	-	26,457,279	-
Federal Funds (Actuals)	150,187	279,994		1%
Federal COVID-19 Funds (Budget)	-	-	6,597,591	-
Federal COVID-19 Funds (Actuals)	-	-		-
<b>Total Operating Revenues (Budget)</b>	<b>10,492,700</b>	<b>22,595,130</b>	<b>127,997,050</b>	<b>18%</b>
<b>Total Operating Revenues (Actuals)</b>	<b>10,764,754</b>	<b>22,762,583</b>		<b>18%</b>

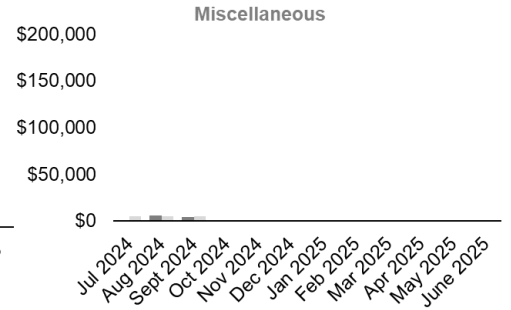
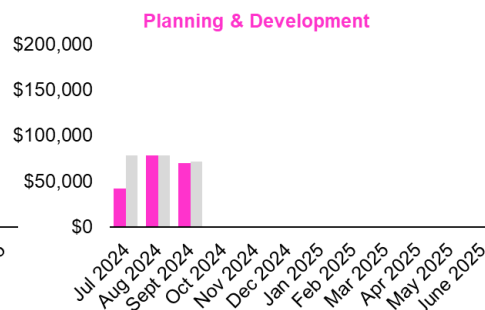
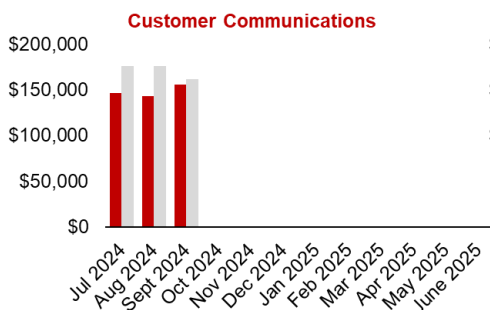
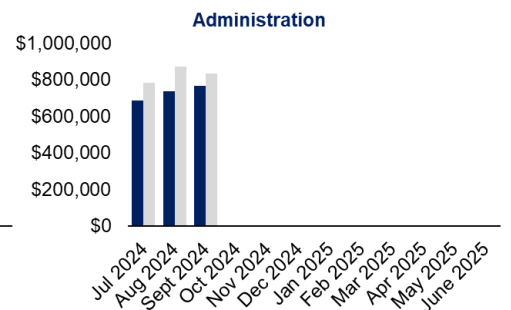
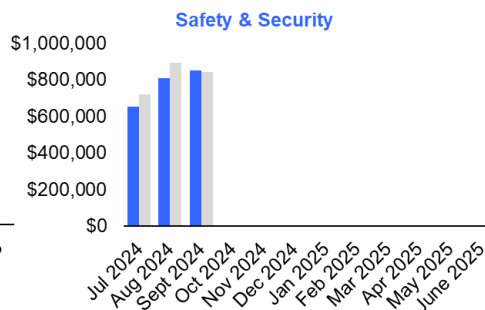
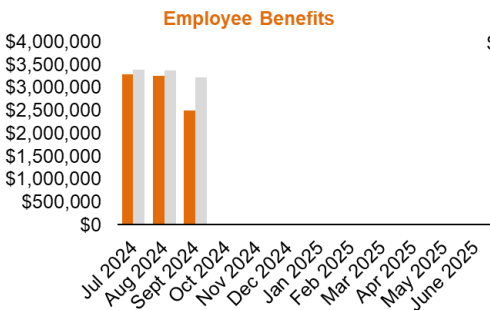
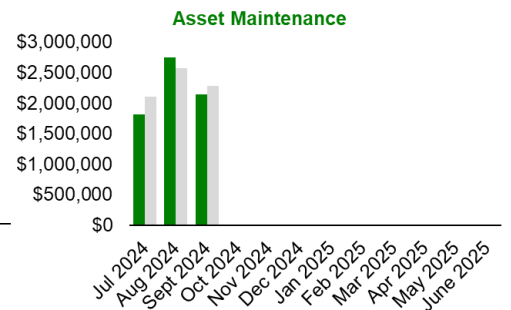
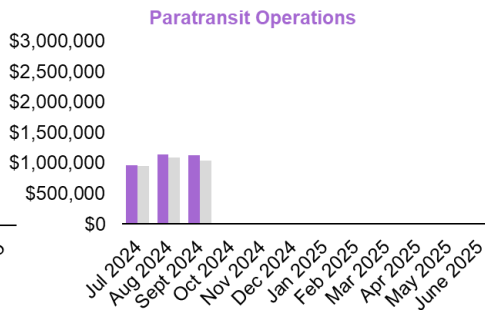
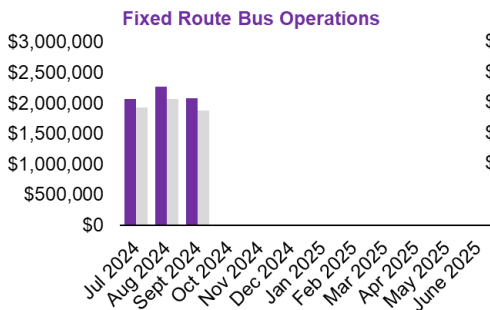
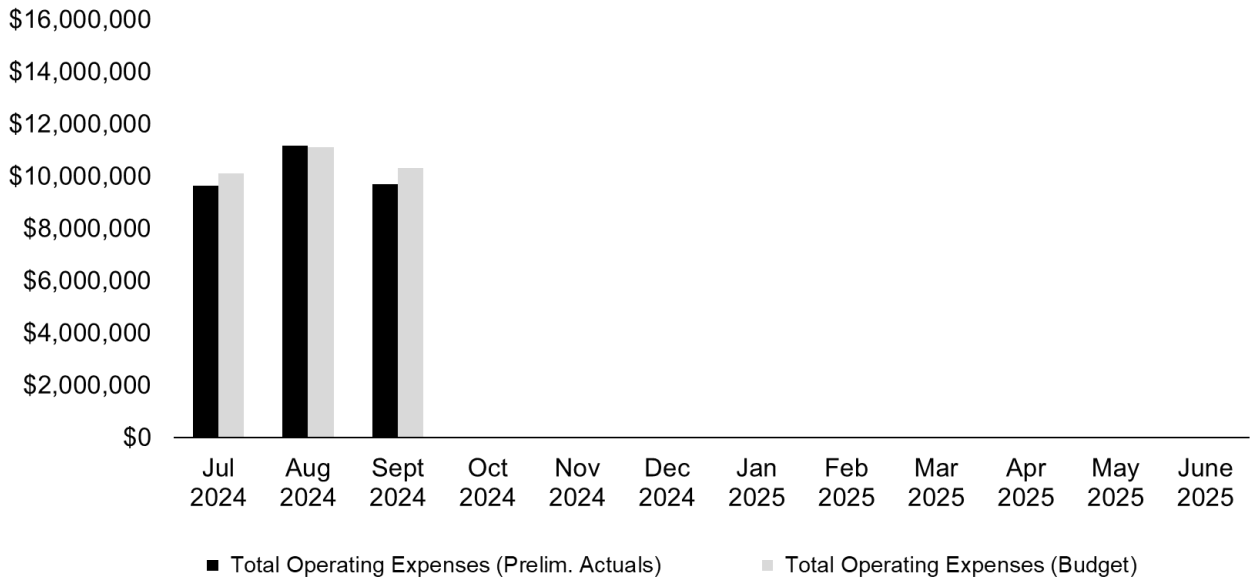
**September 2024 Operating Expenses by Category:**

	<b>September 2024</b>	<b>Fiscal Year To Date</b>	<b>Approved FY 2025 Budget</b>	<b>% Budget To Date</b>
Fixed Route Bus Operations (Budget)	1,880,028	5,869,744	23,625,790	25%
Fixed Route Bus Operations (Actuals)	2,080,703	6,411,491		27%
Paratransit Operations (Budget)	1,036,643	3,086,949	12,671,810	24%
Paratransit Operations (Actuals)	1,125,667	3,233,340		26%
Asset Maintenance (Budget)	2,276,687	6,953,901	28,608,930	24%
Asset Maintenance (Actuals)	2,148,275	6,705,731		23%
Employee Benefits (Budget)	3,228,720	9,979,850	39,786,760	25%
Employee Benefits (Actuals)	2,496,951	9,040,766		23%
Safety & Security (Budget)	842,821	2,455,303	10,161,070	24%
Safety & Security (Actuals)	849,902	2,309,819		23%
Administration (Budget)	834,081	2,487,193	10,160,810	24%
Administration (Actuals)	765,616	2,187,325		22%
Customer Communications (Budget)	161,516	512,868	2,030,120	25%
Customer Communications (Actuals)	155,960	445,233		22%
Planning & Development (Budget)	71,165	226,855	897,350	25%
Planning & Development (Actuals)	69,533	189,586		21%
Miscellaneous (Budget)	4,534	13,602	54,410	25%
Miscellaneous (Actuals)	4,252	9,980		18%
<b>Total Operating Expenses (Budget)</b>	<b>10,336,195</b>	<b>31,586,265</b>	<b>127,997,050</b>	<b>25%</b>
<b>Total Operating Expenses (Actuals)</b>	<b>9,696,858</b>	<b>30,533,272</b>		<b>24%</b>

## Operating Revenue Monthly Comparisons FY 2025 Actuals vs Budget



## Operating Expenditures Monthly Comparisons FY 2025 Actuals vs Budget



**CURRENT STATUS:**

Deputy CEO of Finance and Administration Amanda Vandegrift will be available to answer questions.

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**APPROVED:**

*Amanda Vandegrift*

*Deputy CEO of Finance and Administration*

**11/21/2024**

*Date*

**Nashville MTA**  
**Statement of Operations Compared to Budget**  
**For the Period Ending September 2024**  
**UNAUDITED**

	Month Actual	Month Budget	Month Var. [F/(U)]	Prior Y-T-D	Current Y-T-D	Budget Y-T-D	Y-T-D Var. [F/(U)]	Annual Budget
<b>Revenue From Operations</b>								
Passenger Fares	698,305	561,620	136,685	1,939,785	1,963,838	1,756,300	207,538	6,885,000
WeGo Access Revenue	42,082	54,210	(12,128)	154,726	151,693	172,670	(20,977)	637,640
Contract Revenue	250,329	247,415	2,914	729,711	775,330	763,635	11,695	3,070,940
Community Impact Partnership Revenue	-	14,170	(14,170)	116,811	-	45,350	(45,350)	180,000
Other Non-Transportation Revenue	123,852	115,285	8,567	319,793	387,646	349,875	37,771	1,408,700
<b>Total Operating Revenue</b>	<b>1,114,567</b>	<b>992,700</b>	<b>121,867</b>	<b>3,260,826</b>	<b>3,278,506</b>	<b>3,087,830</b>	<b>190,676</b>	<b>12,182,280</b>
<b>Federal/State/Local Income</b>								
Local Operating Assistance	9,500,000	9,500,000	-	26,000,000	29,968,907	30,000,000	(31,093)	77,365,900
State Operating Assistance	-	-	-	-	-	-	-	5,394,000
CMAQ Operating Revenues	-	-	-	-	-	-	-	-
Mobility Mgmt / CHSTP Admin Time	-	-	-	-	-	-	-	-
CARES Act Operating Reimbursement	-	-	-	45,409	-	-	-	6,597,591
American Rescue Plan Op Reimbursement	-	-	-	-	-	-	-	-
<b>Total Assistance Income</b>	<b>9,500,000</b>	<b>9,500,000</b>	<b>-</b>	<b>26,045,409</b>	<b>29,968,907</b>	<b>30,000,000</b>	<b>(31,093)</b>	<b>89,357,491</b>
<b>Capital Income</b>								
Capital Operating Reimbursement	150,187	-	150,187	71,625	279,994	-	279,994	22,957,279
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
<b>Total Capital Income</b>	<b>150,187</b>	<b>-</b>	<b>150,187</b>	<b>71,625</b>	<b>279,994</b>	<b>-</b>	<b>279,994</b>	<b>26,457,279</b>
<b>Total Revenue</b>	<b>10,764,754</b>	<b>10,492,700</b>	<b>272,054</b>	<b>29,377,860</b>	<b>33,527,408</b>	<b>33,087,830</b>	<b>439,578</b>	<b>127,997,050</b>
Labor & Fringes	6,569,345	7,321,790	752,445	20,404,568	21,520,495	22,584,080	1,063,585	91,052,070
Services	1,688,093	1,410,470	(277,623)	3,062,219	4,426,784	4,083,360	(343,424)	16,832,390
Fuel & Lubricants	589,069	537,230	(51,839)	1,576,738	1,645,578	1,719,010	73,432	6,795,660
Parts, Materials & Supplies	347,419	613,910	266,491	1,617,943	1,543,597	1,820,990	277,393	7,568,890
Utilities	104,684	102,000	(2,684)	291,192	306,860	326,440	19,580	1,538,660
Casualty & Liabilities	339,624	281,860	(57,764)	809,966	918,375	845,580	(72,795)	3,382,340
Other Miscellaneous Expenses	58,624	68,935	10,311	141,040	171,584	206,805	35,221	827,040
<b>Total Expenses</b>	<b>9,696,858</b>	<b>10,336,195</b>	<b>639,337</b>	<b>27,903,665</b>	<b>30,533,272</b>	<b>31,586,265</b>	<b>1,052,993</b>	<b>127,997,050</b>
Surplus/(Deficit) before GASB 33	1,067,896	156,505	911,391	1,474,195	2,994,136	1,501,565	1,492,571	-
CARES Act Capital Reimbursement	36,996	-	36,996	4,132	43,243	-	43,243	-
Capital Asset Purchases	1,157,581	-	1,157,581	2,181,723	3,313,334	-	3,313,334	-
Amortized Rental Revenue	49,167	-	49,167	147,501	147,501	-	147,501	-
GASB 75 OPEB	-	-	-	-	-	-	-	-
Interest Exp - Cap Lease	(20,762)	-	(20,762)	(61,573)	(62,231)	-	(62,231)	-
(Loss)Gain on Sales	5,111	-	5,111	27,636	5,111	-	5,111	-
Amortization Exp	(8,409)	-	(8,409)	(25,228)	(25,228)	-	(25,228)	-
Depreciation net of Sub-Recip	(2,156,114)	-	(2,156,114)	(5,659,350)	(6,463,370)	-	(6,463,370)	-
<b>Surplus /(DEFICIT)</b>	<b>131,466</b>	<b>156,505</b>	<b>(25,039)</b>	<b>(1,910,964)</b>	<b>(47,504)</b>	<b>1,501,565</b>	<b>(1,549,069)</b>	<b>-</b>

**Metropolitan Transit Authority**  
**Summary Comparative Balance Sheet**  
**For the Period Ending September 2024**  
**Unaudited**

	<b>This Month September</b>	<b>Fiscal YE 2024 June</b>
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and Equivalents	4,962,918	6,459,272
Receivables from Federal, State, and Local Gov't	382,629	4,984,588
Accounts Receivable	2,396,174	2,175,339
Material and Supplies	5,318,940	4,814,116
Prepaid Expenses and Other	4,657,524	1,538,215
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
<b>TOTAL CURRENT ASSETS</b>	<b>50,586,511</b>	<b>52,839,856</b>
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	139,077,652	138,578,250
Revenue Equipment and Parts	223,512,784	222,852,650
Office Furniture and Equipment	7,117,804	7,055,969
Work in Progress	7,492,574	5,364,715
	391,933,839	388,584,609
Less Accum Depreciation and Amortization	(209,370,641)	(203,317,072)
<b>TOTAL PROPERTY AND EQUIPMENT, NET</b>	<b>182,563,198</b>	<b>185,267,537</b>
<b>OTHER ASSETS</b>		
Cash and Restricted Investments for Self Ins	350,003	350,003
Metropolis Lease Receivable LT	4,224,380	4,224,380
North Nashville Property (Lease)	7,063,765	7,063,765
<b>TOTAL OTHER ASSETS</b>	<b>11,638,148</b>	<b>11,638,148</b>
<b>TOTAL ASSETS</b>	<b>244,787,857</b>	<b>249,745,541</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts Payable	4,434,883	4,895,156
Accrued Expenses	7,083,690	8,939,025
Deferred Revenue	534,881	581,952
Notes Payable	-	2,400,000
<b>TOTAL CURRENT LIABILITIES</b>	<b>12,053,454</b>	<b>16,816,133</b>
<b>NON-CURRENT LIABILITIES</b>		
Long Term Deferred Rent Revenue	4,869,936	5,017,437
North Nashville Property Lease Liability - LT	7,049,599	7,049,599
Net Pension Liability	19,723,621	19,723,621
Pension and OPEB Deferred Inflows	14,909,897	14,909,897
Metropolis Lease Deferred Inflow of Resources	5,114,043	5,114,043
GASB 45 OPEB Liability	82,185,503	82,185,503
<b>NON-CURRENT LIABILITIES</b>	<b>133,852,599</b>	<b>134,000,100</b>
<b>NET ASSETS</b>		
Invested in Capital Assets	177,693,262	100,682,034
Unrestricted	(78,763,954)	(16,071,489)
Current Year Surplus(Deficit)	(47,504)	14,318,763
<b>TOTAL NET ASSETS</b>	<b>98,881,804</b>	<b>98,929,308</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>244,787,857</b>	<b>249,745,541</b>

	<u>Current</u>	<u>&gt; 30 days</u>	<u>&gt; 60 Days</u>	<u>&gt; 90 days</u>	<u>Total</u>
Accounts Receivables	\$2,315,856	\$26,721	\$50,593	\$3,004	\$2,396,174
	96.6%	1.1%	2.1%	0.1%	100%
Accounts Payable	\$4,312,211	\$118,544	\$231	\$3,897	\$4,434,883
	97.2%	2.7%	0.0%	0.1%	100%

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item     Committee Discussion Item     Committee Action Item     Board Discussion Item

Item Number:	M-I-24-034	Meeting Date:	11/21/2024
Item Title:	Monthly Operating Statistics		

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## BACKGROUND:

Attached are monthly operating statistics through September 2024.

We have partnered with the Titans to offer fare-free service system-wide on home game days in conjunction with transit priority lanes on Woodland Street, allowing us to provide reliable service directly to Nissan Stadium. Using our Automated Passenger Counters (APCs) onboard buses, we estimate that we will see an extra 200 to 400 boardings on game days in the vicinity of the stadium. With many passengers transferring, this generates additional rides system-wide, with game day Sunday ridership comparable to typical Saturday ridership (Saturday boardings are generally much higher than Sundays).

One challenge facing us as an agency continues to be maintaining adequate staffing levels in Operations and Maintenance. We have seen an increase in missed service as our operator staffing levels have dipped below the 92% goal. There are a number of actions being taken on both the recruitment and retention fronts to tackle this issue. On the recruitment side, we are engaging directly with area community colleges and technical schools and developing monthly hiring events to create an expedited onboarding process for qualified applicants. With regard to retention, HR is conducting a detailed analysis of key drivers of staff turnover while focusing on improving communication skills among supervisors and managers. The newly ratified Collective Bargaining Agreement between Davidson Transit Organization and the Amalgamated Transit Union also provides for increases in pay for all Union-represented positions for each of the next three fiscal years.

## CURRENT STATUS:

Chief Operating Officer Andy Burke will be available to answer specific questions regarding the monthly operating statistics.

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## APPROVED:



Chief Operating Officer

11/21/2024

Date

# Operations Dashboard Report

	September 2024	September 2023	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	775,111	739,575	4.8%		
Access Ridership	33,019	31,689	4.2%		
Total Ridership	808,130	771,264	4.8%	780,000	●
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	16.24	17.81	-8.8%	15.40	●
Access Passengers per Revenue Hour	1.57	1.71	-8.2%	1.60	▲
Cost Per Scheduled Revenue Hour	\$155.11	\$156.91	-1.2%	\$155.47	●
<b>Safety</b>					
Total Collisions per 100,000 miles	6.2	5.1	21.6%	4.0	◆
Preventable Collisions per 100,000 miles	3.7	2.5	48.0%	2.2	◆
<b>Service Quality</b>					
Bus Trip Completion	99.33%	99.69%	-0.36%	99.75%	▲
Bus On-Time Performance	81.4%	80.9%	0.5%	85.0%	▲
Access On-Time Performance	91.3%	93.7%	-2.4%	93.0%	▲
<b>Maintenance</b>					
Bus Miles Between Road Calls	8,117	5,476	48.2%	6,500	●
Access Miles Between Road Calls	7,813	25,288	-69.1%	20,000	◆
<b>Customer Care</b>					
Bus Passengers per Complaint	3,216	3,069	4.8%	3,000	●
Access Passengers per Complaint	398	235	69.5%	350	●
Percent of Calls Answered	85.8%	78.3%	7.5%	92.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	90.4%	94.4%	-4.0%	92.0%	▲
% of Maintenance Positions Filled	85.4%	89.4%	-3.9%	92.0%	▲
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	18.9%	19.4%	-0.5%	20.0%	▲
% of Boardings at Covered Stops (including Central)	74.2%	72.4%	1.7%	74.0%	●

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



# Operations Dashboard Report

	FY2025 September 2024	FY2024 September 2023	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	2,279,749	2,107,667	8.2%		
Access Ridership	100,431	95,712	4.9%		
Total Ridership	2,380,180	2,203,379	8.0%	2,340,000	●
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	15.36	16.46	-6.7%	15.40	▲
Access Passengers per Revenue Hour	1.64	1.69	-2.9%	1.60	●
Cost Per Scheduled Revenue Hour	\$147.22	\$150.67	-2.3%	\$155.47	●
<b>Safety</b>					
Total Collisions per 100,000 miles	5.2	5.4	-4.1%	4.0	◆
Preventable Collisions per 100,000 miles	2.8	2.8	-0.2%	2.2	◆
<b>Service Quality</b>					
Bus Trip Completion	99.63%	99.80%	-0.17%	99.75%	▲
Bus On-Time Performance	82.4%	81.5%	0.9%	85.0%	▲
Access On-Time Performance	91.0%	93.3%	-2.3%	93.0%	▲
<b>Maintenance</b>					
Bus Miles Between Road Calls	8,869	6,520	36.0%	6,500	●
Access Miles Between Road Calls	20,009	18,178	10.1%	20,000	●
<b>Customer Care</b>					
Bus Passengers per Complaint	2,836	2,879	-1.5%	3,000	▲
Access Passengers per Complaint	343	276	24.3%	350	▲
Percent of Calls Answered	87.1%	82.2%	4.9%	92.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	91.6%	96.6%	-5.0%	92.0%	▲
% of Maintenance Positions Filled	85.8%	87.5%	-1.6%	92.0%	▲
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	18.9%	19.4%	-0.5%	20.0%	▲
% of Boardings at Covered Stops (including Central)	74.2%	72.4%	1.7%	74.0%	●

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

# Operations Dashboard Glossary

Metric	Definition
<b>Ridership</b>	
Bus	Total fixed route passenger boardings on all WeGo operated services
Access	Total paratransit boardings (WeGo vehicles and third-party service providers, and Access-on Demand ridership)
Total	Total Bus & Access ridership combined
Percentage of Pre-Pandemic Ridership	Total ridership for the current period divided by total ridership for the same period in Fiscal Year 2019
<b>Productivity &amp; Efficiency</b>	
Bus Passengers per Revenue Hour	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Access Passengers per Revenue Hour	Total 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
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>Customer Amenities</b>	
% of Stops with Shelters (including Central)	The total number of stops with shelters divided by total number of stops WeGo operates.
% of Sheltered Boardings (including Central)	The total number of riders who boarded with a shelter (including WeGo Central boardings) divided by the total number of riders for the time period.

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## List of Upcoming Procurement Projects

Meeting Date: 11/21/2024

Item #: M-I-24-035

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### Project Name: Purchasing Card Services (P-Cards)

- **Brief Description:** Card services that offer the means to streamline procedures for procuring and paying for small-dollar goods and services.
- **Anticipated Publish Date:** November 2024
- **Estimated Project Value:** TBD

### Project Name: Regional Bus Service

- **Brief Description:** A Request for Proposal (RFP) will be issued seeking a contract to provide the operations of our express bus services. The previous contract, with all of its options, has been extended and will expire on June 30, 2025.
- **Anticipated Publish Date:** December 2024
- **Estimated Individual Contract Value:** TBD

### Project Name: Executive Recruiting Services (DTO)

- **Brief Description:** Contract to provide recruitment services for upcoming Management and executive-level positions.
- **Anticipated Publish Date:** January 2025
- **Estimated Individual Contract Value:** TBD

### CURRENT STATUS:

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

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

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### APPROVED:



Chief of Staff & Administration

11/21/2024

Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-24-031	Meeting Date:	11/21/2024
Item Title:	Website Services		

### BACKGROUND:

In January 2020, the Board approved a contract with American Eagle for a website redesign that also included hosting of the site as well as maintenance and ongoing support. The negotiated term of the contract included a two-year term for development, implementation, and hosting and three additional one-year extensions for ongoing improvements, maintenance, and support. The not-to-exceed amount for this contract totaled \$350,000.

The WeGoTransit.com website was successfully launched in December 2021 and now serves as the single point of reference for our customers to access both Nashville MTA and Regional Transportation Authority of Middle Tennessee information. Included in the new website development was a responsive design layout for tablet and mobile phone users, providing better information and access to our website for people on the go.

American Eagle has been a good partner, delivering intuitive and interactive customer content for WeGo customers, and has provided timely maintenance and support when requested. WeGo staff is requesting additional funding for the remainder of the contract term ending February 6, 2025, for hosting maintenance and support for \$38,000.

In addition, WeGo Staff would like to enter into a new sole source contract for three years for web services with American Eagle, effective February 7, 2025, through February 6, 2028, which includes hosting, maintenance, and support. Additional enhancements include improved schedule and bus routing content network and cyber security updates.

Funding for these modifications, as well as the regular support and maintenance of the website, will be provided through federal funding sources for capital projects as well as the Nashville MTA regular operating budget.

### RECOMMENDATION:

Staff requests the Board authorize the Chief Executive Officer to add additional funds to the current contract in the amount of \$38,000, totaling \$388,000, and to sign a new sole source contract with American Eagle for a not-to-exceed amount of \$350,000.

### APPROVED:

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

11/21/2024

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

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-24-032	Meeting Date:	11/21/2024
Item Title:	MTA /TDOT Contract for South Nashville WeGo Link Subsidy		

### BACKGROUND:

In the fall of 2022, WeGo began operating a WeGo Link zone in South Nashville, providing first- and last-mile connections from the South Nashville area to Routes 52 Nolensville Pike and 55 Murfreesboro Pike. Passengers can use Uber or a designated taxi provider to travel from within the zone to designated transfer points, typically at a cost of \$2 for the passenger, with WeGo covering the remainder of the cost up to \$10.

In December 2023, the Tennessee Department of Transportation (TDOT) started a major construction project to widen Nolensville Pike from south of Burkitt Road to Old Hickory Boulevard. The current phase of this construction project has closed the shoulders on Nolensville Pike near Old Hickory Boulevard, and there are currently no sidewalks (though they are being constructed as part of the project). This has created unsafe pedestrian conditions, and many of the people attempting to walk through the construction area are walking to or from WeGo services.

As a means of ensuring there is a safe way for people to continue to access WeGo services throughout construction, TDOT has expressed an interest in subsidizing WeGo Link rides in the South Nashville zone such that passengers ride with no copay, to ensure that cost is not a barrier to safe access. Individuals will be allowed to take up to four free trips per day. The cost per ride paid by TDOT will be \$11.20, with a not to exceed amount of \$2,500 per month. This contract will remain in effect through the completion of the construction project in 2027. TDOT will also coordinate with WeGo to communicate information about the WeGo Link program to individuals whose walk is affected by the construction.

Please note that, due to the urgency of this condition, staff has initiated this program as a pilot project to expedite service delivery.

### RECOMMENDATION:

Staff requests that the Nashville MTA Board of Directors approves the CEO to enter a contract between the Nashville MTA and the Tennessee Department of Transportation for a not to exceed amount of \$2,500 per month and a not to exceed total contract value of \$87,500. The contract will remain in effect through July 30, 2027, at a reimbursement rate of \$11.20 per trip to Nashville MTA.

### APPROVED:

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

11/24/2024

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

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item     Committee Discussion Item     Committee Action Item     Board Discussion

Item Number:	OF-D-24-010	Meeting Date:	11/21/2024
Item Title:	Quarterly Route Performance Report		

## BACKGROUND:

The Quarterly Route Performance Report for July, August, and September 2024 is provided on the following pages. Ridership on MTA services was up about 4% from the preceding quarter and was 8% higher than last year's first-quarter ridership.

Some of the increase in ridership came from continued ridership growth on the routes serving the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center. Ridership on these routes (Route 9 Metrocenter, Route 14 Whites Creek, Route 22 Bordeaux, Route 41 Golden Valley, Route 42 St. Cecilia, Route 71 Trinity, Route 75 Midtown, and Route 77 Thompson–Wedgewood) was about 9% higher than last quarter, and about 31% higher than before the changes occurred.

Ridership on Route 75 Midtown, in particular, increased 53% over the last quarter, and the percentage of rides associated with a transfer from another route also increased. This indicates that with the improved frequency, more passengers consider this crosstown service a viable alternative for trips that previously required going downtown.

Student ridership also contributed to the increase in system ridership, with the use of the Stride program approximately 10% higher than it was at the start of last school year. With the start of school, we also saw a drop in on-time performance, as typically occurs with increases in both congestion and ridership.

## CURRENT STATUS:

Scheduling & Service Planning Manager Katie Freudberg will review this report at the committee meeting.

## APPROVED:

  
\_\_\_\_\_  
Scheduling & Service Planning Manager

11/21/2024  
\_\_\_\_\_  
Date



# QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JULY THROUGH SEPTEMBER 2024

Route	Ridership		Revenue Hours		Productivity			On-Time Performance			
	Ridership	Ridership Change	Pre-Pandemic Ridership %	Revenue Hrs	Rev Hrs Change	Pax/Hr	Pax/Trip	Pax/Trip Change	OTP	OTP Change	
<b>Frequent Service</b>											
3 - West End	163,206	7.6%	95.1%	11,072	2.3%	14.7	5.2%	12.4	4.7%	81.76%	7.41%
4 - Shelby	60,616	7.1%	76.9%	4,208	5.9%	14.4	1.2%	7.8	1.9%	87.98%	1.39%
7 - Hillsboro	117,356	10.5%	101.1%	7,072	19.1%	16.6	-7.2%	11.2	-4.8%	82.84%	6.18%
22 - Bordeaux	90,850	-1.6%	66.0%	5,728	-3.6%	15.9	2.1%	5.9	-26.9%	87.58%	-1.85%
23 - Dickerson	170,444	1.9%	123.4%	9,245	3.0%	18.4	-1.1%	12.8	-1.4%	84.39%	-4.53%
50 - Charlotte Pike	169,638	5.4%	109.3%	8,449	3.0%	20.1	2.3%	15.0	1.9%	84.12%	-1.22%
52 - Nolensville Pike	239,316	2.8%	117.7%	13,223	3.8%	18.1	-1.0%	17.5	-0.1%	78.34%	1.50%
55 - Murfreesboro Pike	370,197	-2.0%	133.8%	16,036	3.9%	23.1	-5.6%	23.1	-4.6%	75.62%	3.79%
56 - Gallatin Pike	300,806	6.4%	102.9%	14,059	2.1%	21.4	4.2%	19.5	3.5%	78.76%	-3.84%
<b>Total</b>	<b>1,682,429</b>	<b>3.3%</b>	<b>107.2%</b>	<b>89,092</b>	<b>3.8%</b>	<b>18.9</b>	<b>-0.5%</b>	<b>14.4</b>	<b>-3.9%</b>	<b>81.20%</b>	<b>0.85%</b>
<b>Local Service</b>											
6 - Lebanon Pike	56,400	16.3%	118.7%	4,792	16.8%	11.8	-0.4%	11.8	3.2%	79.04%	1.65%
8 - 8th Avenue South	63,861	10.2%	101.9%	3,780	23.3%	16.9	-10.6%	10.5	-9.0%	80.20%	-4.09%
9 <sup>∞</sup> Metrocenter	22,845	9.0%	67.7%	2,221	55.2%	10.3	-29.7%	5.1	-11.3%	90.93%	-2.69%
14 - Whites Creek	39,587	97.7%	113.5%	5,032	150.4%	7.9	-21.1%	6.6	33.5%	82.68%	-2.54%
17 - 12th Avenue South	43,179	9.7%	95.4%	3,635	0.2%	11.9	9.4%	7.0	9.3%	83.52%	-2.97%
18 - Airport/Elm Hill	47,740	17.6%	151.4%	2,852	-0.2%	16.7	17.8%	11.5	17.9%	76.38%	-2.36%
19 - Herman	62,226	2.0%	81.5%	4,358	0.4%	14.3	1.5%	9.5	1.5%	86.83%	-0.44%
28 - Meridian	11,882	-27.9%	41.7%	1,980	0.6%	6.0	-28.3%	2.9	-28.0%	88.95%	-1.09%
29 - Jefferson	43,251	2.0%	90.9%	3,359	0.1%	12.9	2.0%	5.9	1.8%	85.57%	-4.44%
34 - Opry Mills - Music Valley	26,237	14.0%	98.5%	1,536	-0.1%	17.1	14.1%	8.4	14.5%	85.33%	3.45%
41 - Golden Valley	7,730	184.9%	149.4%	860	150.4%	9.0	13.8%	4.3	0.2%	87.60%	4.38%
42 - St.Cecilia - Cumberland	36,699	47.4%	122.0%	2,470	41.6%	14.9	4.1%	7.4	9.1%	90.05%	-2.96%
<b>Total</b>	<b>461,637</b>	<b>16.0%</b>	<b>95.5%</b>	<b>36,875</b>	<b>21.4%</b>	<b>12.5</b>	<b>-4.4%</b>	<b>7.8</b>	<b>2.5%</b>	<b>84.06%</b>	<b>-1.58%</b>
<b>Connector Service</b>											
70 - Bellevue	4,115	187.4%	N/A	788	68.3%	5.2	70.8%	2.7	71.0%	87.08%	6.08%
71 - Trinity	13,761	N/A	N/A	2,581	N/A	5.3	N/A	2.4	N/A	88.20%	N/A
75 - Midtown	21,495	281.2%	157.1%	5,519	283.7%	3.9	-0.7%	3.0	5.9%	87.83%	9.51%
76 - Madison	22,515	2.3%	94.1%	1,668	0.3%	13.5	2.0%	8.5	1.6%	83.84%	-1.58%
77 - Thompson - Wedgewood	36,914	85.6%	188.5%	6,971	99.8%	5.3	-7.1%	7.3	-3.3%	84.15%	6.45%
79 - Skyline	14,536	11.8%	N/A	1,812	0.7%	8.0	11.0%	3.5	11.1%	83.16%	0.42%
WeGo Link	2,759	387.5%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>116,095</b>	<b>85.6%</b>	<b>181.6%</b>	<b>19,339</b>	<b>118.3%</b>	<b>6.0</b>	<b>-15.0%</b>	<b>4.4</b>	<b>-13.0%</b>	<b>85.60%</b>	<b>5.07%</b>





# QUARTERLY ROUTE PERFORMANCE INDICATOR REPORT - JULY THROUGH SEPTEMBER 2024

Route	Ridership		Revenue Hours		Productivity			On-Time Performance		
	Ridership	Ridership Change	Revenue	Rev Hrs	Pax/Hr	Pax/Trip	Pax/Trip Change	OTP	OTP Change	
Regional Bus Service										
64 - Star Downtown Shuttle	1,515	50.9%	158	1.6%	9.6	48.5%	3.0	48.5%	80.15%	3.28%
84 - Murfreesboro Express	6,966	2.2%	2,233	10.1%	3.1	-7.2%	4.7	-1.9%	74.82%	-2.41%
86 - Smyrna - LaVergne	3,171	22.9%	514	-0.5%	6.2	23.4%	7.1	21.8%	64.23%	0.33%
87 - Gallatin - Hendersonville	6,630	37.5%	599	1.6%	11.1	35.4%	12.9	35.4%	82.23%	-13.72%
88 - Dickson	1,847	44.4%	300	1.6%	6.2	42.2%	7.2	42.2%	96.88%	-2.42%
89 - Springfield - Joelton	1,298	4.7%	355	1.6%	3.7	3.0%	5.1	3.0%	96.48%	0.01%
93 - Star West End Shuttle	7,938	-7.3%	254	1.6%	31.3	-8.7%	20.4	-8.7%	76.34%	5.74%
94 - Clarksville	6,547	12.6%	698	2.4%	9.4	10.0%	10.2	10.7%	94.38%	21.98%
95 - Spring Hill - Franklin	6,006	17.7%	723	1.6%	8.3	15.9%	11.7	15.4%	93.95%	-4.12%
<b>Total</b>	<b>41,918</b>	<b>12.6%</b>	<b>5,834</b>	<b>4.6%</b>	<b>7.2</b>	<b>7.7%</b>	<b>8.4</b>	<b>10.1%</b>	<b>77.14%</b>	<b>-0.05%</b>
Regional Rail Service										
90 - WeGo Star Commuter Rail	29,345	21.6%	731	1.6%	40.2	19.7%	38.2	19.7%	93.10%	-4.92%
<b>Total</b>	<b>29,345</b>	<b>21.6%</b>	<b>731</b>	<b>1.6%</b>	<b>40.2</b>	<b>19.7%</b>	<b>38.2</b>	<b>19.7%</b>	<b>93.10%</b>	<b>-4.92%</b>
<b>System Total</b>	<b>2,331,424</b>	<b>8.4%</b>	<b>151,870</b>	<b>15.6%</b>	<b>15.4</b>	<b>-6.2%</b>	<b>11.2</b>	<b>-6.8%</b>	<b>82.57%</b>	<b>0.91%</b>

## Totals by Service Family (Agency)

Service Family (Agency)	Ridership		Revenue Hours		Productivity			On-Time Performance		
	Ridership	Ridership Change	Revenue	Rev Hrs	Pax/Hr	Pax/Trip	Pax/Trip Change	OTP	OTP Change	
Local (MTA)	2,260,161	8.2%	145,306	16.2%	15.6	-6.9%	11.2	-7.3%	82.63%	0.93%
Regional (RTA)	71,263	16.2%	6,564	4.2%	10.9	11.4%	12.3	13.6%	78.07%	-0.43%
<b>System Total</b>	<b>2,331,424</b>	<b>8.4%</b>	<b>151,870</b>	<b>15.6%</b>	<b>15.4</b>	<b>-6.2%</b>	<b>11.2</b>	<b>-6.8%</b>	<b>82.57%</b>	<b>0.91%</b>

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-24-033	Meeting Date:	11/21/2024
Item Title:	60 Foot Articulated Bus Purchase		

### BACKGROUND:

In April 2022, the members of the board approved a 5-year contract with New Flyer of America for the acquisition of 60' clean diesel buses. Concurrent with MTA's efforts to operate within our Capital Fleet Replacement Plan for 60' Articulated Buses, staff requests approval to make an order for twenty-five (25) New Flyer of America Inc. Clean Diesel 60' Articulated Buses to replace twenty-two (22) New Flyer 60' Articulated Buses that were built and purchased in 2013 and will meet Federal Transit Authority (FTA) replacement criteria, in addition there will be three (3) expansion buses in this order. The purchase will be made under the contract with New Flyer of America Inc. The approval of this purchase is consistent with the agency's efforts to execute a more balanced schedule for capital spending and fleet replacement.

If approved, twenty-two (22) of these buses will replace vehicles referenced above that have met the end of their useful life and are no longer recommended for service and add three (3) expansion vehicles. Considering the lead time for the production scheduling, maintenance staff anticipates delivery dates for these twenty-five (25) replacements vehicles in the 1<sup>st</sup> quarter of FY27.

WeGo's third-party inspector, Transit Resources Center (AmeriTran), has conducted the required Pre-Award Audit to validate that the overall bus components comply with federal requirements for a minimum of 70% American Built Content and final assembly requirements, proving compliance with Buy America requirements. When bus production is completed, Transit Resources Center (AmeriTran) will perform a post-delivery inspection and confirm Buy American content requirements are met.

### RECOMMENDATION:

Staff recommends that the board provide the Chief Executive Officer authority to approve the purchase of twenty-five (25) 60' Articulated buses from New Flyer of America Inc. for vehicles used in fixed route service. The requested contract authorization is for a not-to-exceed price of \$1,026,485.67 per bus, plus an additional \$5,000 per bus for tools and training.

The total not-to-exceed purchase authorization for this acquisition is \$25,787,141.75. Staff will return to the board in future years for specific approval to acquire equipment under the remainder of this contract. "Funding for this acquisition will use \$4,838,000 in FY 2024 Metro Capital Spending Plan funds for expansion vehicles and require \$9,400,000 in requested FY 25 Metro Capital Spending Plan funds for replacement vehicles. In addition, the current CIB includes \$13,144,000 in FY 26 Metro Capital Spending Plan funds for replacement vehicles. If the planned FY25 and FY26 Capital Spending Plan funds are not approved, WeGo will need to use Federal 5307 funding with state and local match, which would significantly impact WeGo's ability to maintain a state of good repair."

### APPROVED:

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

11/21/2024

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

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-24-034	Meeting Date:	11/21/2024
Item Title:	Metropolitan Nashville Police Department MOU Renewal		

### BACKGROUND:

In 2017, DTO entered into a contract with the Metropolitan Nashville Police Department (MNPD) to provide added security at the newly named Elizabeth Duff Transit Center at WeGo Central. Ensuring the safety of our customers and employees is of utmost importance to us. Our downtown transit hub serves as a crucial transportation hub for a significant number of individuals, and it is our responsibility to create a secure environment for all users. Our collaboration with law enforcement agencies such as the MNPD has not only helped to enhance safety but also established a strong partnership between our organization and local authorities.

On June 1, 2023, we were notified of an impending price hike for the officers who volunteer for the Secondary Employment Unit (SEU) of MNPD to take effect on July 1, 2023. The SEU is an option through MNPD to hire an off-duty police officer. The SEU management advertises the assignment to all eligible police officers and schedules those on a first come basis. Those scheduled are considered working in an on-duty status and paid a flat fee through MNPD, who in turn bill DTO for all hours worked. Due to the nature of the contract, the officers were paid a flat fee, and we saw a dramatic reduction in the number of officers who volunteered in the program. This reduction, at times, left us with no officers on duty at the Elizabeth Duff Transit Center at WeGo Central. In July 2023, we switched to the MOU; since the switch, we have seen the volunteerism rate jump to nearly 80% because under the MOU, instead of a flat fee, the officers get their regular salaried overtime, which also goes towards their pension.

The MOU now needs to be renewed for FY25 based on the following rates:

Hourly Rates for Metro Government Contractors		
Rank	SEU Flat Rate	SEU Holiday Flat Rate
Police Officer	\$71.00	\$85.00
Sergeant	\$88.00	\$106.00
Lieutenant	\$101.00	\$121.00
Hourly Vehicle Rates		
Vehicle Type	SEU Flat Rate	SEU Holiday Flat Rate
Marked Car / SUV / Truck	\$8.00	\$8.00
Unmarked Car / SUV / Truck	\$8.00	\$8.00
Motorcycle	\$6.00	\$6.00

We are projecting a total of \$465,920 for the police officer(s) hours, \$815,360 for Sergeant/Lieutenant hours, and \$93,184 for patrol vehicle hours, bringing the combined total to \$1,374,464 for FY25.

**RECOMMENDATION:**

Staff requests the Board give the Chief Executive Officer the authority to enter into an MOU with the Metropolitan Nashville Police Department's Secondary Employment Unit in an amount not to exceed \$1,374,464 to provide the added security of police officers and patrol cars at the Elizabeth Duff Transit Center at WeGo Central.

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**APPROVED:**

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*Board Secretary*

**11/21/2024**

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*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-24-035	Meeting Date:	11/21/2024
Item Title:	Adoption of the FY2025-2029 Capital Investment Plan		

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### BACKGROUND:

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

Staff is presenting a recommended Capital Investment Plan for the period of FY2025-2029. Investments totaling approximately \$110.7 million are recommended in Year One (FY2025) of the plan, with a total project investment recommendation of \$434.8 million over the life of the plan. Projects identified in year One have access to full funding. Staff projects a balanced capital budget over the full 5 years while being relatively conservative in estimating future resources.

### RECOMMENDATION:

Staff requests the Board to formally adopt the attached FY2025-2029 MTA Capital Investment Plan.

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### APPROVED:

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

11/21/2024

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

## **FY 2025-2029 MTA Proposed Capital Investment Plan**

**November 21, 2024**

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

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

The initial draft plan was prepared prior to the “Choose How You Move” Transportation Improvement Program being decided. The program assumes MTA’s “normal” funding sources and does not contemplate proceeds from the ½ cent sales tax that would be initiated if voters approve of the measure. If this measure is approved by the voters on Election Day, we will likely return to the Board over the next few months to amend and expand the plan following coordination with the Nashville Department of Transportation and Intermodal Infrastructure, Metro Planning, and the Mayor’s Office.

The capital plan provides planned projects for a five-year horizon – FY2025 through FY2029. Projects listed for FY2025 generally have been thoroughly scoped and have identified funding sources associated with them. Once approved in the Capital Plan, Nashville MTA board members can next expect to see them reported out in a project delivery phase, such as design or procurement.

Projects listed for FY2025 and beyond are more conceptual in nature, and most will likely require more detailed scoping and the identification of specific funding sources. In the case of State of Good Repair (SGR) projects, these are drawn from our existing fleet plan, as well as recent experience with respect to facility capital maintenance projects. Projects under business improvement and nMotion service expansion/service improvement are listed to facilitate discussion of Nashville MTA priorities among members. Once adopted into the FY2025 Capital Plan, staff will work with funding partners including the Federal Transit Administration (FTA), Tennessee Department of Transportation (TDOT), Greater Nashville Regional Council (GNRC), and Metro Nashville to identify the best matches for outside discretionary funding. Funds described in later sections of this document that might be applied include Congestion Mitigation and Air Quality (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, other competitive discretionary grant funds through the federal Infrastructure Investment and Jobs Act, State Improve Act funds, and funding from the Capital Spending Plan of the Metropolitan Government, as well as several smaller sources.

This plan is broadly broken down into the following sections:

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

E. Project Descriptions: A brief description of each project in the project plan budget.

## A. **Nashville MTA Capital Funding Sources and Amounts**

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

### 1. **Federal 5307 – Urbanized Area Formula Grant**

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

At this time, Nashville MTA can reasonably predict that it will receive approximately \$25 million annually for Capital needs in 5307 funds, including state/local match annually. In the past, Nashville MTA has typically transferred approximately between \$18 and \$22 million to the operations budget for preventative maintenance and Americans with Disabilities Act (ADA) service costs, though the specific amount for this transfer will be included as part of the annual operating budget process.

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

Eligible activities include:

- Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies;
- Capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and
- Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.
- All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs.

Population of an urbanized area is among the variables that factor into the calculation of these formula grant amounts. Population is based on the most recently completed census.

### 2. **Federal 5339 – Bus and Bus Facilities Grant**

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

At this time, the region can reasonably predict that it will receive approximately \$1.8 million annually for Capital needs in 5339 funds and state/local match annually. As Nashville MTA provides the greatest share of bus service in Middle Tennessee, the portion of these funds that would be fairly

shared with RTA and Franklin Transit Authority requires significant paperwork for limited revenue to those agencies. By mutual agreement, Nashville MTA receives the full allocation of regional 5339 funding.

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

### **3. Federal Congestion Mitigation and Air Quality (CMAQ)**

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

MTA reviews eligible shovel ready projects in its capital budget to submit in CMAQ applications each year. As the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO (GNRC) to evaluate the best candidate projects for CMAQ funding.

### **4. Federal Surface Transportation Program (STBG) & other New Infrastructure Investment and Jobs Act (IIJA) Programs**

These are Federal Highway Administration funds that are managed and allocated by the MPO. Nashville MTA can apply for use on capital projects, engineering, planning studies, and similar activities. These funds are also typically 80% federal and require a state or local match. Additional funding is available to the region through the IIJA. Some of the programs align with potential transit projects including the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources, the Safe Streets and Roads for All (SS4A) program, which supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives, and the Strengthening Mobility and Revolutionizing Transportation (SMART) that provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

Most of these opportunities are highly competitive discretionary programs, meaning Nashville MTA cannot reasonably include the funding as an ongoing and stable revenue source. Like CMAQ, as the Board approves each subsequent capital plan, staff will work with TDOT and regional leadership at the MPO to evaluate the best candidate projects for STBG funding and the newer programs under the IIJA.

### **5. State IMPROVE Act Program**

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

Nashville MTA has a strategy for requesting these funds and keeps a list of eligible shovel ready projects for this funding source. Recent awards include bus stop improvements on Nolensville Pike, Buchanan Street, Murfreesboro Pike, outdoor amenities at the Elizabeth R. Duff Transit Center at WeGo Central, the Dr. Earnest Rip Patton, Jr. North Nashville Transit Center, and the Antioch Transit Center.



## **6. State Grant Match**

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

## **7. Transportation Modernization Act**

The Transportation Modernization Act was signed into law on April 17, 2023, and invests \$3.3 billion to help provide the state with innovative tools to address traffic congestion, especially in our urban areas. Among other provisions, it provides for the use of public-private partnerships to develop “choice lane” facilities associated with the expansion of existing roadway capacity in congested areas. The legislation includes provisions to allow for the free use of these choice lanes by public transportation vehicles. MTA will monitor these partnership opportunities to advance transit priority measures that can benefit transit capacity in the longer term.

## **8. Local Capital Funding and Grant Match**

Nashville MTA relies on local funding to provide the remaining match required to access federal funds. Nashville MTA also makes annual requests of 100% capital funding for specific capital needs including funding the annual fleet replacement needs for bus and paratransit vans. Metro may also fund projects that are aligned with the needs of Metro and Nashville MTA including projects such as design and construction of neighborhood transit centers.

Funding is based on local approval of annual budgets. For Nashville MTA to obligate funds to projects, funding for the project must be authorized through the Council-adopted Capital Spending Plan (CSP). Besides the grant match amounts, MTA’s request for Metro’s FY2024-2025 CSP included \$30.65 million for different MTA needs including replacement buses, stop and shelter improvements, and neighborhood transit center development, plus an additional \$18.76 million for system expansion that is part of the Choose How you Moves Program (CHYM). Prior to consideration in the CSP, projects must be identified in the Council-approved Capital Improvement Budget (CIB). The CIB is a planning document that communicates a wide variety of capital projects and indicates the extent to which these projects are consistent with the City’s Comprehensive Plan. Funding of CIB project through the CSP is dependent on the level of capital funding in a particular year relative to planned projects.

Nashville MTA projects included in the proposed CIB include matches to our Federal and State grants, WeGo Access replacement buses, fixed route transit replacement buses, stop and shelter improvements, neighborhood transit centers projects, and other improvements related to the implementation of the Better Bus plan. Nashville MTA also serves as a conduit for RTA capital budget requests. RTA projects in the CIB include federal and state grant matches, WeGo Star rail upgrades, and improvements at Donelson Station on the WeGo Star to support the pending transit-oriented development in that neighborhood. Nashville MTA has identified nearly \$26 million in projects that will need to be amended into the CIB that are part CHYM.

## **9. Other**

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

## **B. MTA Capital Funding Strategy**

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

### **1. Safety / Regulatory Projects**

Completing projects required for safety or by law/regulation is at the top of Nashville MTA's priority list. Capital projects for FY2025 in this category include retrofitting buses with driver barriers and solar lighting at bus stops to improve passenger safety.

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

Nashville MTA transfers Federal 5307 capital dollars for operational preventative maintenance and ADA needs. The amount transferred annually is reviewed to balance the needs of system maintenance and system capital projects. This includes the long-term ground lease for the Dr. Earnest Rip Patton, Jr. North Nashville Transit Center.

### **3. State of Good Repair (SGR)**

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

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

### **4. Business Improvements**

As Nashville continues to grow, Nashville MTA will need to identify new ways to increase staff efficiency and improve business processes. With a focus on organization readiness for growth, Nashville MTA will review and implement strategic process improvements to streamline business efforts and increase its effective use of existing resources.

### **5. nMotion Service Improvements**

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

- Capital investments supporting bus service improvements (such as bus fleet expansion).
- New and expanded passenger waiting shelters.
- Neighborhood transit centers.
- QuickTicket integration with transit partners.

## **C. Nashville MTA Capital Funding Look Ahead**

The chart below illustrates the reasonably predicted sources and amounts of funds available to the Nashville MTA for capital projects for FY2025 through FY2029. In addition to recurring sources, Nashville MTA has access to carryover funds from prior project years. These funds generally become available

through the reprogramming of project funds for projects that could not be completed, projects coming in under budget, etc. Nashville MTA will carry approximately \$56.7 million of total funding into FY2025 capital projects.

Nashville MTA has approximately \$110.7 million in project capital needs for FY2025 and known funding committed in the amount of \$167.1 million with \$56.7 million carryover from prior year funding. As such, the “known year” of the plan is more than fully funded and, if the plan is approved by the Board, you can expect “next actions” to be project delivery as outlined by the upcoming year’s projects. This assumes Metro matching funds against federal and state funding will be awarded.

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

Funding Source	Revenues FY2025	Revenues FY2026	Revenues FY2027	Revenues FY2028	Revenues FY2029	Total Available
Prior Year Carryover	\$ 56,721,512	\$ 56,425,113	\$ 20,661,680	\$ 27,143,348	\$ 56,998,530	
Section 5307 - Urbanized Area Formula	\$ 25,558,282	\$ 26,070,973	\$ 26,853,102	\$ 27,658,695	\$ 28,488,456	\$ 154,784,145
Section 5339 - Bus and Bus Facilities Formula	\$ 1,499,204	\$ 1,515,636	\$ 1,561,105	\$ 1,607,938	\$ 1,656,176	\$ 14,299,727
CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 652,178
Section 5339 - Bus and Bus Facilities Discretionary	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Congestion Mitigation/Air Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000
Surface Transportation Block Grant	\$ 2,435,000	\$ 2,885,000	\$ 3,355,000	\$ -	\$ -	\$ 8,675,000
Improve Act	\$ 9,809,788	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 50,453,756
Metro Local Capital Spending Plan	\$ 55,000,000	\$ 55,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 244,198,824
State Formula Match	\$ 3,382,186	\$ 3,448,326	\$ 3,551,776	\$ 3,658,329	\$ 3,768,079	\$ 21,135,484
Metro Grant Match	\$ 7,693,383	\$ 6,169,576	\$ 6,390,526	\$ 5,658,329	\$ 5,768,079	\$ 41,251,048
<b>Total</b>	<b>\$ 167,099,353</b>	<b>\$ 159,514,624</b>	<b>\$ 105,373,189</b>	<b>\$ 108,726,639</b>	<b>\$ 139,679,320</b>	<b>\$ 543,650,161</b>
Less Funds for previously Committed Projects Underway, for which funds have not yet been obligated	\$ 110,674,241	\$ 138,852,943	\$ 78,229,841	\$ 51,728,109	\$ 55,310,647	\$ 434,795,781
<b>Funds Available for Ensuing Year</b>	<b>\$ 56,425,113</b>	<b>\$ 20,661,680</b>	<b>\$ 27,143,348</b>	<b>\$ 56,998,530</b>	<b>\$ 84,368,673</b>	

These projections assume no funds under the CMAQ program, which is a competitive discretionary program. However, 100% Metro Capital funds including grant matches, total \$55 million per year in the first two years and \$35 million per year in the last 3 years of the plan as part of Metro’s Capital Spending Plan process. This contribution would allow MTA to continue to address state of good repair projects, stop and shelter improvements, and future transit centers. However, this level of Metro funding would support planning and design, but not the funding needed to deliver the high-capacity transit corridor projects, such as Murfreesboro Pike Bus Rapid Transit, referenced in the Metro Nashville Transportation Plan.

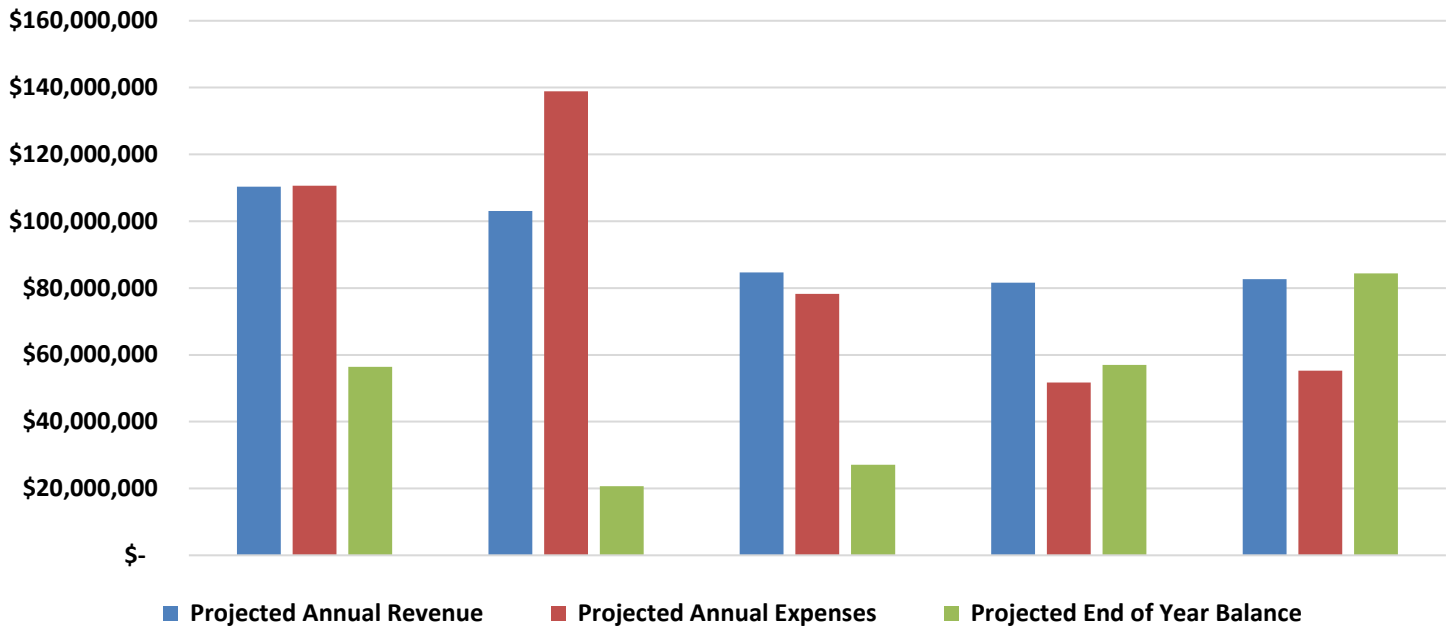
It is important to note that MTA’s current local funding source for capital projects is highly unpredictable. To fully match available State and Federal grant sources, sustain current assets in a state of good repair, and advance improvement projects identified in the nMotion and Metro Nashville Transportation Plans, MTA will need an average annual commitment of \$43 million through Metro Nashville’s Capital Spending Plan (CSP) process. Over the past few years, federal pandemic relief money was used to free up Section 5307 federal formula funding for capital projects. However, this funding has been fully depleted and a robust annual capital allocation from Metro is now even more critical to maintaining existing services.

The IMPROVE Act has been a significant source of project funding since its inception in 2018 and we anticipate MTA to continue to be successful in securing some of this funding in future years for capital projects.

From the chart below, you will note that at the end of the plan there is a positive fund balance of almost \$57 million to roll toward the FY2029 capital plan. This value includes the above-outlined assumptions, namely \$244 million in 100% Metro funds over the life of the plan. In the event program funding does fall short, safety and regulatory projects and state of good repair projects will be prioritized.

Figure 1.

## FY2025-2029 Annual Capital Funding Projections



The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major funding categories in FY2025, and the second illustrates the recommended distribution among major funding categories for the five-year span of the plan – FY2025 through FY2029.

Figure 2.

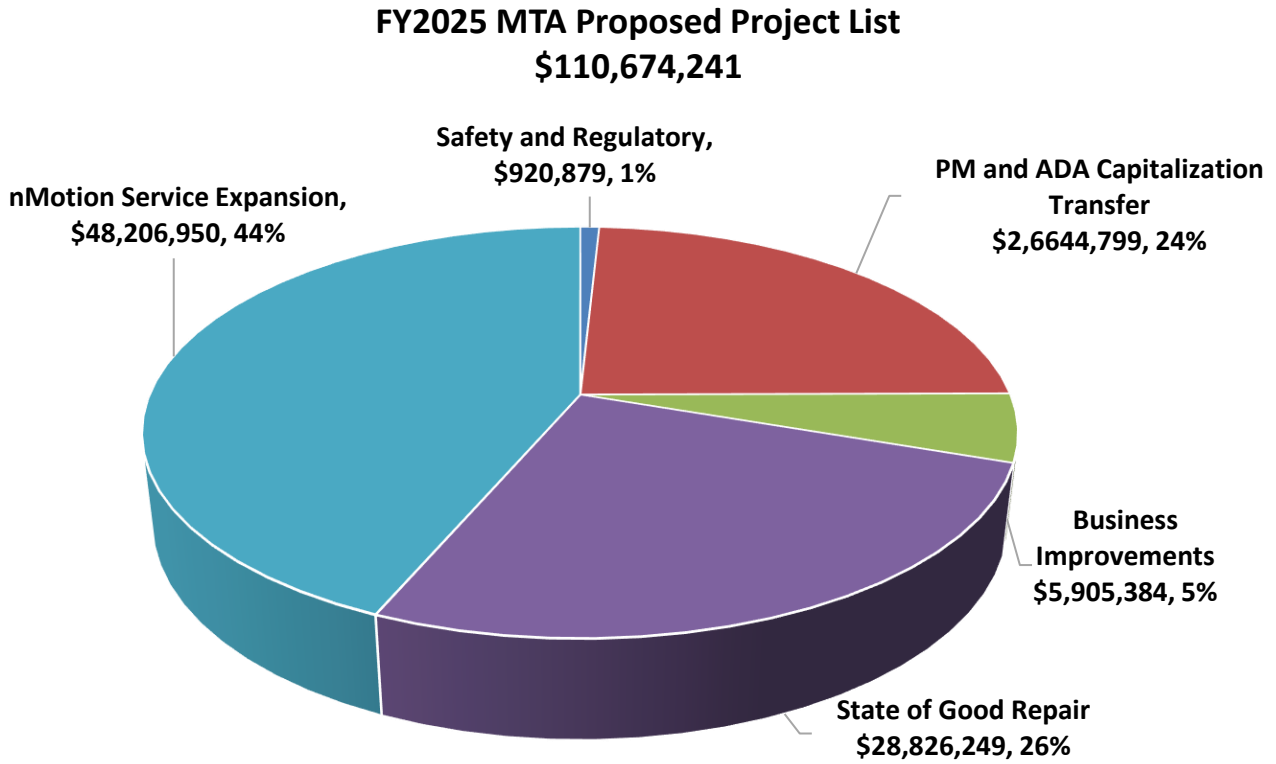
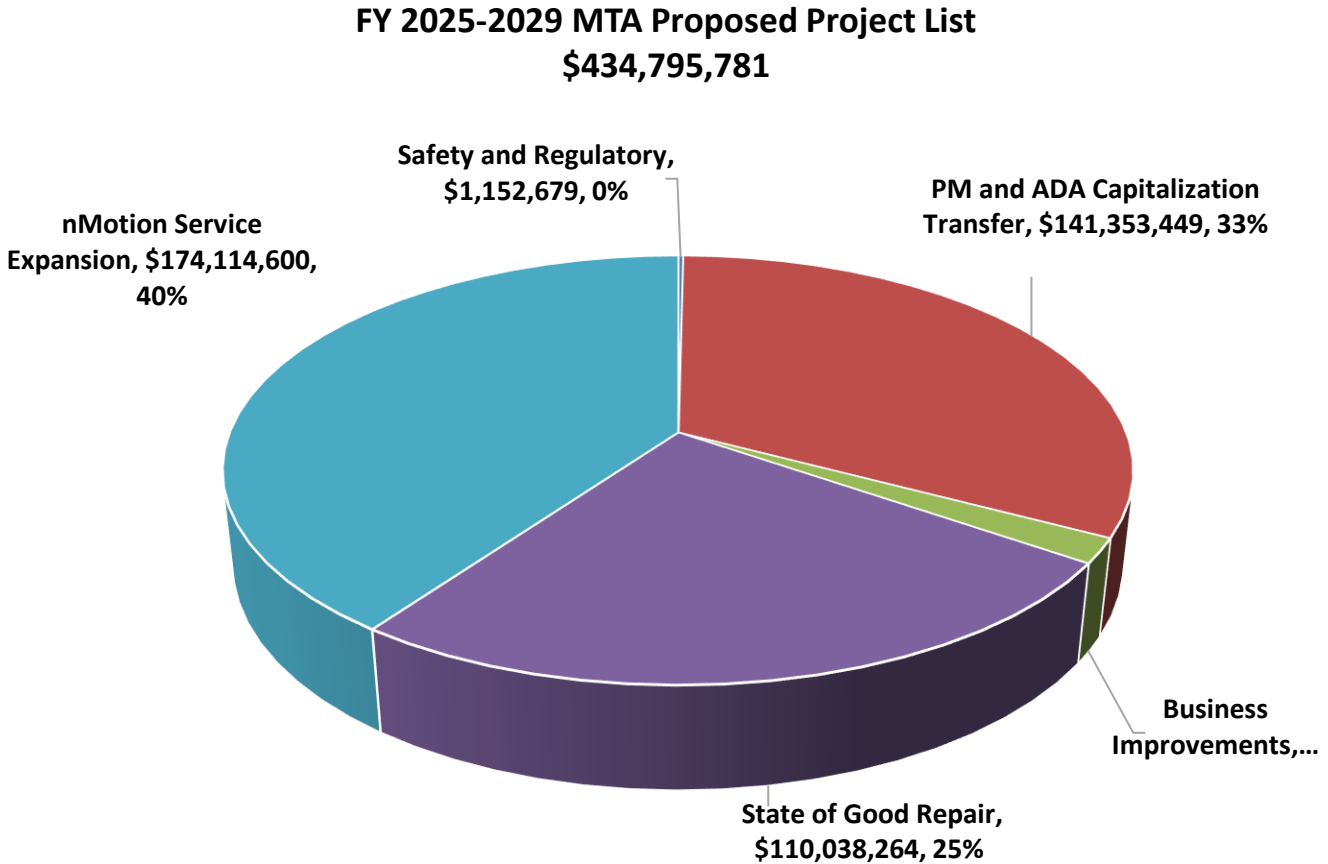


Figure 3.



## D. Project Plan Budget

The recommended project plan detailed budget tables follow:

Project Requests	FY2025	FY2026	FY2027	FY2028	FY2029	Total
<b>1 - Safety, Security and Regulatory Projects</b>						
A. Bus Driver Barrier Retrofit	\$ 726,379	\$ -	\$ -	\$ -	\$ -	\$ 726,379
B. Bus Stop Lighting Solution	\$ 194,500	\$ 231,800	\$ -	\$ -	\$ -	\$ 426,300
<b>Total Safety and Regulatory -</b>	<b>\$ 920,879</b>	<b>\$ 231,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,152,679</b>
<b>2 - Preventive Maintenance and ADA Capitalization Transfer</b>						
A. Annual Operating Capitalized to Offset Expenditures	\$ 26,457,279	\$ 27,272,260	\$ 27,985,430	\$ 28,719,990	\$ 29,980,990	\$ 140,415,949
B. Annual Leases for North Nashville Transit Center & Outbound Shelter Site	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 187,500	\$ 937,500
<b>Total PM and ADA Capitalization Transfer -</b>	<b>\$ 26,644,779</b>	<b>\$ 27,459,760</b>	<b>\$ 28,172,930</b>	<b>\$ 28,907,490</b>	<b>\$ 30,168,490</b>	<b>\$ 141,353,449</b>
<b>3 - State of Good Repair Projects</b>						
<u>Rolling Stock (Revenue Vehicles)</u>						
A. 12-Year Heavy Duty Bus Replacement - Fixed Route	\$ 11,000,000	\$ 14,000,000	\$ -	\$ 4,060,000	\$ 4,060,000	\$ 33,120,000
B. 5-Year Body-on-Chassis Bus Replacement	\$ 5,000,000	\$ 5,250,000	\$ 5,512,500	\$ 5,788,125	\$ 6,077,531	\$ 27,628,156
<b>Total Revenue Vehicle Replacement -</b>	<b>\$ 16,000,000</b>	<b>\$ 19,250,000</b>	<b>\$ 5,512,500</b>	<b>\$ 9,848,125</b>	<b>\$ 10,137,531</b>	<b>\$ 60,748,156</b>
<u>Equipment</u>						
C. Non-Revenue Vehicle Replacement	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000
D. Information Technology Routine Hardware, Software & Office Equipment Replacement	\$ 1,750,000	\$ 650,000	\$ 665,000	\$ 732,050	\$ 1,655,255	\$ 5,452,305
E. Replace Electric Bay, Waiting Area and Lobby Signage	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000
F. OnBoard & OnStreet IT Equipment Replacement	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
G. Facilities & Shop Equipment Replacement	\$ 1,500,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 3,100,000
<b>Total Equipment -</b>	<b>\$ 5,900,000</b>	<b>\$ 1,450,000</b>	<b>\$ 1,465,000</b>	<b>\$ 1,532,050</b>	<b>\$ 2,455,255</b>	<b>\$ 12,802,305</b>
<u>Facilities</u>						
H. Nestor Rehabilitation & Improvements	\$ 2,500,000	\$ 3,475,000	\$ 1,675,000	\$ 1,450,000	\$ 2,850,000	\$ 11,950,000
I. Myatt Rehabilitation & Improvements	\$ 2,125,000	\$ 2,650,000	\$ 5,200,000	\$ 900,000	\$ 600,000	\$ 11,475,000
J. Central Rehabilitation & Improvements	\$ 1,085,000	\$ 3,109,400	\$ 1,050,000	\$ 625,000	\$ 600,000	\$ 6,469,400
K. Other Facility Maintenance	\$ 170,000	\$ 515,000	\$ 650,000	\$ 225,000	\$ 200,000	\$ 1,760,000
L. Bus Stop Amenities Replacement	\$ 1,216,249	\$ 1,080,630	\$ 516,709	\$ 1,010,444	\$ 1,009,371	\$ 4,833,403
<b>Total Facilities -</b>	<b>\$ 7,096,249</b>	<b>\$ 10,830,030</b>	<b>\$ 9,091,709</b>	<b>\$ 4,210,444</b>	<b>\$ 5,259,371</b>	<b>\$ 36,487,803</b>
<b>Total State of Good Repair</b>	<b>\$ 28,996,249</b>	<b>\$ 31,530,030</b>	<b>\$ 16,069,209</b>	<b>\$ 15,590,619</b>	<b>\$ 17,852,157</b>	<b>\$ 110,038,264</b>
<b>4 - Business Improvement</b>						
A. Enterprise Asset Management (EAM) System	\$ 4,298,065	\$ 239,740	\$ 609,984	\$ -	\$ -	\$ 5,147,789
B. Organizational Capacity Assessment and Strategic Plan	\$ 600,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 800,000
C. Apprentice / Maintenance Training Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000
D. Employee Engagement and Information Portal	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 65,000
E. Enterprise Resource Planning (ERP) System Assessment	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
F. Procurement Software System for Formal Procurements	\$ 67,319	\$ 69,613	\$ 12,068	\$ -	\$ -	\$ 149,000
G. Document Management	\$ 125,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 225,000
H. Add'l Dispatch Consoles & Communication Devices	\$ 300,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 500,000
I. Website Software rebuild update focus on tools and GTFS	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
<b>Total Business Improvement -</b>	<b>\$ 5,905,384</b>	<b>\$ 1,009,353</b>	<b>\$ 822,052</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 8,136,789</b>
<b>5 - nMotion Service Expansion/Service Improvement</b>						
A. Better Bus Fleet Expansion	\$ 8,180,000	\$ 4,838,000	\$ 6,135,650	\$ -	\$ -	\$ 19,153,650
B. Shelter Expansion/Upgrade Program	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,000,000
C. Real Time Bus Displays at Stops	\$ 216,950	\$ -	\$ -	\$ -	\$ -	\$ 216,950
D. On Bus Interior Information Sign Pilot	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
E. Fare System Upgrades	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
F. Service Enhancements- for Bus Bunching, On-time Performance, Vehicle Load, etc.	\$ 30,000	\$ 84,000	\$ 30,000	\$ 30,000	\$ 90,000	\$ 264,000
G. Antioch Transit Center	\$ 2,500,000	\$ 16,700,000	\$ -	\$ -	\$ -	\$ 19,200,000
H. Murfreesboro High-Capacity Transit Corridor	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ 25,000,000
I. SoBro Transit Hub	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	\$ -	\$ 60,000,000
J. Downtown Transit Priority	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 10,000,000
K. Development of Transit Centers	\$ 9,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 25,000,000
<b>Total Service Expansion/ Service Improvement -</b>	<b>\$ 48,206,950</b>	<b>\$ 78,622,000</b>	<b>\$ 33,165,650</b>	<b>\$ 7,030,000</b>	<b>\$ 7,090,000</b>	<b>\$ 174,114,600</b>
<b>Grand Total, All Projects -</b>	<b>\$ 110,674,241</b>	<b>\$ 138,852,943</b>	<b>\$ 78,229,841</b>	<b>\$ 51,728,109</b>	<b>\$ 55,310,647</b>	<b>\$ 434,795,781</b>

## **A. Project Descriptions**

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

### **Safety and Regulatory Projects**

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

1. ***Bus Operator Barrier Retrofit:*** The project involves retrofitting 93 buses with one of the top end security barriers to mitigate operator assaults. Future vehicle purchases would include the barriers as part of the bus equipment.
2. ***Bus Stop Lighting Solution:*** The project entails the installation of standalone security lighting solution for unsheltered bus stops that increases safety and reduces pass-ups, which is a frequent complaint reported by transit agencies. The solution will allow customers to power up the security lighting while waiting for the bus.

### **Transfers to Operating Budget for Capitalized Items**

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

***3. Annual Operating Budget Preventive Maintenance/ADA Expenditures:*** Annual transfer of capital funds to operational budget for preventive maintenance and Americans with Disabilities Act Complementary Paratransit expenses, as permitted under federal law. This is the maximum amount allowable as currently calculated by Finance and reflects annual increases in line with increasing expenses in these line items. Historically, Metro has requested that we minimize our requests for operating assistance while simultaneously expanding the system in exchange for more funding under their Capital Spending Plan to maintain a state of good repair. These transfers are a fairly common practice in the transit industry, particularly among smaller transit systems in regions that do not have dedicated funding. During the period of FY2013 through FY2018, the average annual investment of Metro Capital Spending Plan funds in Nashville MTA projects was over \$24.6 million. However, from FY2019 through FY2021, the average dropped to just less than \$4.6 million annually (a reduction of 81%). During the few fiscal years around the pandemic, these annual transfers were replaced with funding provided through the American Rescue Plan Act – one of the two pandemic relief bills that provided the MTA with significant funding. The MTA received a total of \$46,243,245 through this program, and we assigned all of this to operating assistance. This freed up Federal Section 5307 Urbanized Area Formula Grants funding for traditional capital projects during this time. The transfers of capital to operating budget resumed in FY 2024.

4. ***Annual Lease for Dr. Ernest Rip Patton, Jr. North Nashville Transit Center:*** This project represents the annual payments for the long-term ground leases approved by the MTA Board for the land where the Dr. Ernest Rip Patton, Jr. North Nashville Transit Center and the outbound shelter site were constructed. This is an eligible capital expense under Section 5307 formula funding for transit activities and is a recurring item with periodic adjustments as called out in the approved leases.

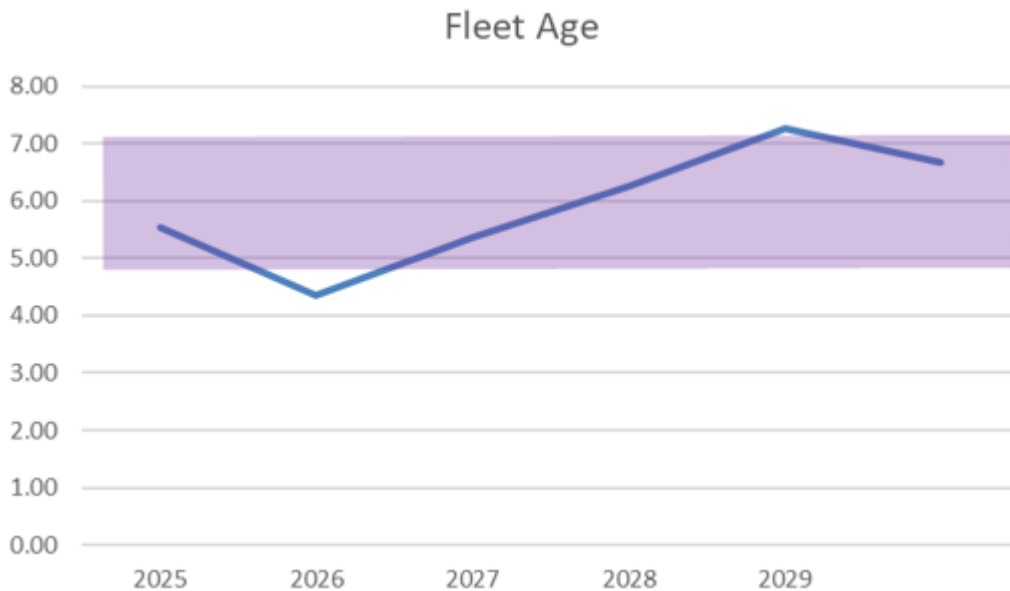
**State of Good Repair (SGR) Projects**

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

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

	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>	<b>FY2029</b>
40-Foot Clean Diesel Standard Low Floor	4	4	-	4	4
60-Foot Clean Diesel Articulated Low Floor	22	4	-	4	4
<b>Total</b>	<b>26</b>	<b>8</b>	<b>-</b>	<b>8</b>	<b>8</b>

An effective fleet replacement program attempts to avoid significant “peaks and valleys” in replacements. This practice normalizes maintenance expense (i.e., MTA is maintaining about the same number of new buses, old buses, and middle-aged buses each year), smooths capital expenditures, and provides for more flexible service planning as fleet composition can be more quickly adapted to changing service and ridership patterns. Based on this schedule, the average age of fleet will be well within the target average age of 3.8 to 8.1 years, with the exception of a slight dip to “too new” in 2025. Delays in bus manufacturing due to part shortages by bus manufacturers caused a delay in acquisition and led to this anomaly. This is not a significant issue and will correct itself in the coming years. The chart below depicts the projected average age of the Authority’s heavy-duty bus fleet over the 5-years of the plan.

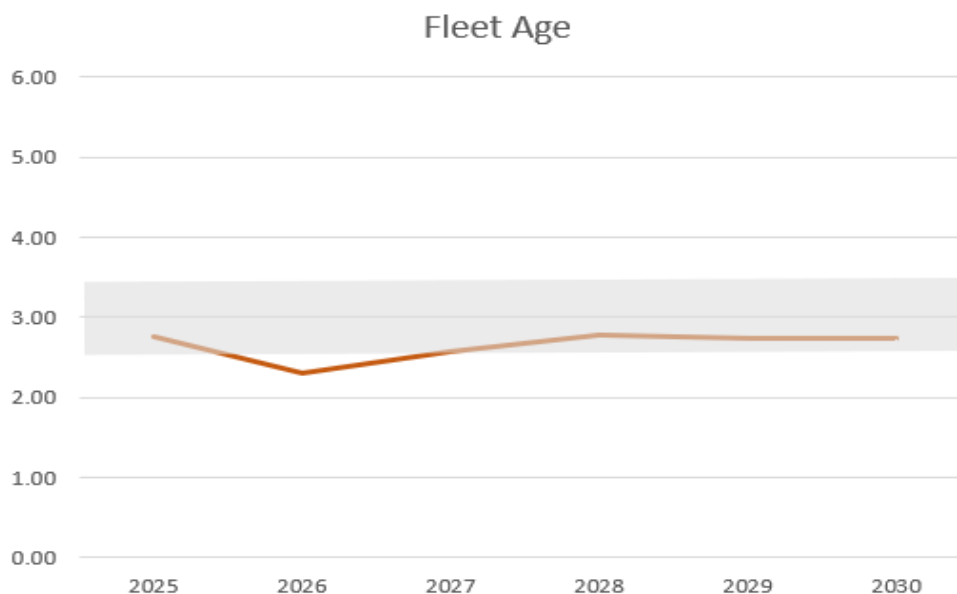




**6. Five-Year Body-on-Chassis Vehicle Replacement:** This includes annual small bus replacement to bring fleet into SGR according to the fleet management plan and in accordance with goals established in the Nashville MTA TAM plan for existing service levels (as such, this category does not include buses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

	FY2025	FY2026	FY2027	FY2028	FY2029
Fixed Route	9	9	9	7	9
Access	12	11	12	12	12
Total	<b>21</b>	<b>20</b>	<b>21</b>	<b>19</b>	<b>21</b>

An effective fleet replacement program attempts to avoid significant “peaks and valleys” in replacements. This practice normalizes maintenance expense (i.e., MTA is maintaining about the same number of new buses, old buses, and middle-aged buses each year), smooths capital expenditures, and provides for more flexible service planning as fleet composition can be more quickly adapted to changing service and ridership patterns. The pandemic created many supply chain issues and has been slowly improving. The lead time for a small bus has improved from 18 to 24 months to 12 to 18 months, with this timeframe anticipated to reach pre-pandemic in the next two years.



**7. Non-Revenue Vehicle Replacement:** This includes annual non-revenue car/truck replacement to maintain fleet in a state of good repair according to the fleet management plan as needed based on age, mileage or condition of various vehicles. In FY 2024, the backlog of replacements due to pandemic impacts was addressed. Vehicles included in this classification include operations supervisory vehicles, maintenance support vehicles, pool cars, inventory distribution vehicles, stop/shelter maintenance vehicles, etc.

**8. Information Technology Routine Hardware Replacement:** This includes the annual IT Budget for maintenance and replacement of current IT needs. This equipment generally includes the servers,

workstations, copiers, and related equipment necessary to sustain the Authority's enterprise and office management software.

9. **Replacement of Electric Signs at Bus Bays, Waiting Areas and Lobby Signage at Elizabeth R. Duff Transit Center at WeGo Central:** This includes electric signage at the bus bays that are original to the building dating back to its opening in 2008. There are 24 real time signs located throughout the building and additional next bus signage located in the four waiting areas. The end-of-life replacement for these signs is scheduled in FY2024.
10. **On Board & On Street IT Equipment Replacement:** This line item includes the five-to-ten-year replacement of on-board vehicle and on street hardware and software including fare collection equipment, ticket vending machines, transit signal priority, 800Mhz voice, ultra-high frequency data, on board routers, automated passenger counters, computer-aided dispatch/automatic vehicle locator, and Wi-Fi hardware. On street hardware includes customer facing equipment for bus bays at Central and on street single line signs. This may include firmware and software programming services.
11. **Facilities & Shop Equipment Replacement:** This includes improvements to shop area equipment, including bus lifts, generators, tow motors, floor scrubbers, facility lifts, and washers.
12. **Nestor Maintenance Facility Upgrades:** The Nestor facility is the main maintenance, operations, and dispatching location for MTA hosting most of the operational activities. Offices at the Nestor facility underwent significant renovation in recent years, but the much more complicated task of upgrading the Maintenance facility and improving site circulation has not advanced. Given that more than 90% of Nashville MTA's bus fleet is dispatched and undergoes running repair here, the facility needs major upgrades and renovations to remain viable. While the Myatt facility has more than enough space to accommodate significantly more fleet than it does currently, the location of the facility is problematic, as it would require excessive deadhead hours and miles. Recently, service development staff modeled operation of the entire fleet out of the Myatt Drive facility in the event Nestor became inoperable for some reason. They estimated that the Authority's operating budget would need to increase by more than \$6 million annually to operate the current level of service. This necessitates a programmed approach to upgrading the Nestor facility – a process that is complicated by its location within the Cumberland River floodplain, which may restrict the value and nature of renovations that can be done. In 2023, MTA reviewed several issues outside the MTA's direct control that make it difficult to plan for a long-term upgrade to this facility (or, alternatively, its replacement). However, there are several more immediate projects that need to be completed in the short-term, regardless of long-term direction. These include, but are not limited to:
  - Sanitary Sewer Line Removal and Parking Area Stabilization
  - Riverbank Stabilization
  - Roof Replacement (May be partially reimbursed with FEMA funds due to storm damage)
  - Exhaust Systems
  - Parts & Receiving Improvements
  - Storage Tank Removal
  - Shop Doors
  - Pavement Repair and Rail Track Removal
  - Security Improvements
  - HVAC Equipment Replacement
  - Bus Wash Modernization

- 13. Myatt Building Improvements:** The improvements include upgrades to the elevator, which is rated Marginal (2) on the TERM scale for Transit Asset Management; completion of the apprentice lab in the maintenance area and building covered area in the CDL testing lot to facilitate pre-trip inspection providing protection from weather elements including rain and high temperatures. Additionally, the project includes renovation and expansion of bathrooms for the maintenance shop area at the Myatt garage. The current configuration is limited and has reached maximum capacity at times with maintenance personnel.
- 14. Elizabeth R. Duff Transit Center at WeGo Central Rehabilitation:** The improvements planned include upgrading the audio system at the customer care windows, installing safety enhancements at the bus horseshoe, seating replacement in the waiting areas, and replacing doors and gates.
- 15. Other Facility Maintenance:** This item is a planned recurring expenditure to support capital repairs and replacements on significant building systems (i.e.: HVAC, Elevator/ Escalator, Plumbing, Pavement, Roof and Structure) on an as needed basis at the other facilities (Bellevue Park and Ride, Hillsboro and Dr. Ernest Rip Patton Jr. Transit Centers). Larger individual items would be programmed separately from the more routine projects included in this line item.
- 16. Bus Stop Amenities Replacement:** This annual budget item is for the ongoing repair and replacement of old shelters, benches, and trash cans. These projects generally involve very little construction, with a routine "exchange" of old amenities for new ones by the Transit Stop staff. The useful life of a shelter is approximately 10 years.

### **Business Improvement**

Business improvement projects are generally larger-scale planning, software, or technology projects that provide a measurable enhancement to MTA's internal efficiency and/or customer service. These projects will also include routine, periodic updates to Authority planning efforts as required.

- 17. Enterprise Asset Management:** Over the years MTA has implemented a combination of data and financial management systems to address the needs of its business operations. The current asset management system used by fleet maintenance is outdated and ineffective in supporting the existing business processes, including the ability to integrate with other functions of the agency. Assets (including fleet, facilities, bus stops, etc.) are also managed in other departments in systems that are largely proprietary to departmental functions. These general issues result in staff spending an extraordinary amount of time performing simple transactions as well as duplicating efforts, particularly with data entry into disparate systems causing downstream data integrity issues. This project will replace outdated software with a new Enterprise Asset Management (EAM) system that integrates completely with other systems used by Procurement, Contracts Administration, Finance, Human Resources, Grants, Facilities, Maintenance, and Operations. A new EAM solution will allow the agency to fully track all maintenance activities, expenses, parts/inventory, vehicle status, asset values, and more. This will ultimately allow staff to make more informed decisions and changes in processes that improve fleet reliability and service quality for customers.
- 18. Organizational Capacity Assessment and Strategic Plan:** Over the course of the past 5 years, MTA Public Transit has experienced significant growth and change, accompanied by recent turnover in key leadership positions. In the coming year, two specific initiatives have the potential to accelerate this pace of change even further: Mayor O'Connell's "Choose How You Move" Transportation Ballot Initiative, and the anticipated update to the nMotion Strategic Service Plan. These two initiatives (along with others like the Murfreesboro Pike Corridor Study) have invested considerable resources into what public transportation could look like in Middle Tennessee in the coming years. As we look toward a future of

continued growth and the potential for dedicated long-term funding, MTA must fundamentally adapt our organization (structure, capacity, metrics, performance management systems, etc.). This initiative is aimed at fostering organizational readiness and building internal technical capacity to deliver an expanded capital program and service portfolio.

- 19. *Apprentice Training Program (Maintenance Focus):*** This includes the acquisition of modules, equipment, and tools to establish a Maintenance Apprenticeship Program in the Training Department.
- 20. *Employee Engagement and Information Portal:*** This includes implementation of specific software for addressing gaps in how information is made available to the workforce. Ultimately, there is a gap with distribution of information and communication with the workforce dependent on the location an employee resides in, and the reporting structure for that employee. This solution will offer an App/Portal option where the agency can provide policies and procedures as well as communicate any pertinent information in a one-stop location for employees to access. The app would serve as a communication portal for updates and house other self-service apps within the organization. The tool can be used in several different functions across the organization to help improve employee engagement and offer a consistent method to address gaps of information across the organization.
- 21. *Enterprise Resource Planning (ERP) System Assessment:*** Nashville MTA's current accounting and procurement system is outdated and relies heavily on manual processes. Today, many accounting and procurement processes are handled manually outside of the current system. This results in the potential for inaccuracies and delays that affect the timeliness of monthly financial reporting, vendor payments, asset management, and other critical agency functions. An Enterprise Resource Planning (ERP) system will allow MTA to access the latest features that can improve productivity, provide better performance, reduce manual errors, streamline processes, and enhance security. It also helps to maintain compliance with industry regulations and standards, minimize the risk of system vulnerabilities, and provide compatibility with newer technologies or integrations. As MTA continues to grow, this will provide for scalability, improved access to agency critical information and will allow the system to grow with our organization while optimizing resource management and operational efficiency.
- 22. *Procurement Software System for Formal Procurements:*** This procurement system will assist with the following: solicitation preparation, notification of potential bidders, evaluation process, price analysis, SAMs verification, and contract management. The proposed implementation is 4 months. All project owners will benefit from the system and the bidding community. The proposed price is for three years.
- 23. *Document Management Pilot:*** This pilot will enable MTA to store, manage, and track electronic documents and electronic images of paper-based information.
- 24. *Additional Access Dispatch Consoles & Facility Communication Devices:*** This will purchase two Access dispatch console radio stations and additional communication equipment to improve communication with facility maintenance staff.
- 25. *Website Software Improvement:*** The project will provide enhancements to scheduling and real time bus information supplied to MTA customers. Rebuilding the General Transit Feed Specification (GTFS) tools will more accurately reflect the real time prediction of bus locations to customers.

#### **nMotion Service Expansion/Service Improvement**

- 26. *Twelve-Year Heavy-Duty Bus Expansion, Fixed Route:*** This item reflects service expansion scenarios developed as part of the Better Bus process. The schedule presented here represents the phased implementation of Better Bus as outlined in the Metro Nashville Plan and incorporated into the recently

adopted Metro Capital Improvement Budget. Specific acquisition authorizations will depend on projected increases in Metro operational funding to support service expansion.

- 27. Five-Year Body-on-Chassis Bus Expansion:** Similar to item 26 above, additional buses required on the fixed-route system would be developed in conjunction with adoption of Better Bus service expansion scenarios. However, Access also has projected an ideal fleet size based on pending demand. This calls for an expansion in the Access fleet which has been delayed to pending delivery of Access vehicle replacements and to assure that Operator levels are sufficient to staff the additional fleet.
- 28. Shelter Expansion/Upgrade Program:** The proposed plan allots \$3 million per year to upgrade and expand the Authority's passenger waiting shelter program. This effort includes locations that were adopted as part of the Metro Nashville Transportation Plan and stop locations that merit improvements in accordance with the Transit Design Guidelines. Typically, new sites (and many of the sites in need of expanded shelters) require extensive civil construction to accommodate the shelters, and many are also likely to require easements or other property acquisition strategies. This year, MTA celebrated the opening of its 300<sup>th</sup> shelter.
- 29. Real Time Bus Displays at Stops:** This line item would initiate a pilot to provide electronic information boxes with real time information at selected bus stops. These amenities will greatly enhance the passenger experience by offering real time information at locations that are not powered by electricity.
- 30. On Bus Interior Information Sign Pilot:** This line item includes a pilot to provide more detailed information inside MTA buses. The project will replace LED signs and will provide stop announcements and messaging for better information to passengers.
- 31. Fare System Upgrades:** A collective of initiatives to improve QuickTicket (QT) operational challenges. The solutions include streamlining account management for QT partners for seamless integration, optimizing the sale of tickets for special events, the provision of 24-hour hotline to enhance support by initiating maintenance services around the clock, and increase of Ticket Vending Machines (TVMs) to improve user convenience allowing riders to add stored value to their accounts in \$1 increments at vending stations.
- 32. Service Reliability Enhancements:** This could include a wide variety of projects ranging from planning to capital to information technology and communications infrastructure. These are projects targeted at improving the overall reliability of our services from a systems perspective with a focus on trip completion, on-time performance, bus spacing/gap protection, service disruption recovery, "connection protection," and more.
- 33. Antioch Transit Center:** This includes project development activities for a new regional transit center in the Antioch area. MTA is advancing this regional transit center in coordination with Metro's plan for the Global Mall site for identification of a location as part of the master plan for the site. The center will be a key part of redevelopment plans for this area serving local and regional services, including a park and ride facility and will be the terminus for future high-capacity transit on the Murfreesboro Pike/Bell Road corridor. MTA has secured funding from different sources including state IMPROVE Act and a \$5 million award from FTA's 5339b Bus and Bus Facilities program.
- 34. Murfreesboro Pike High-Capacity Transit Corridor:** This includes a comprehensive study for development of high-capacity transit service along the Murfreesboro Pike/Bell Road corridor including advancing the project into the FTA process, complete environmental work and 30% design. The study will

consider connections to BNA, a future SoBro hub in downtown Nashville, the East Bank, and the rest of the MTA network. The project will be a transformative approach to the corridor extending beyond the transit element and account for key issues like social equity, accessibility, affordability, sustainability, and economic prosperity.

- 35. *SoBro Transit Hub:*** This includes early project development activities for a transit center as conceived in nMotion and the Metro Nashville Transportation Plan to anchor service in the southern portion of Downtown at the intersection of Lafayette Street and 4<sup>th</sup> Avenue South. With WeGo Central nearing capacity, this facility will be critical along with Central and a planned center in East Bank to decentralize service and ensure better network connectivity in and through the downtown area. The project is included in Metro's Capital Improvement Budget.
- 36. *Downtown Transit Priority:*** As the downtown area continues to grow, transit's ability to effectively respond to new demand is curtailed by the absence of solutions to make it competitive in a heavily congested environment. Nashville is one of the few major cities in the United States that does not provide priority to transit in the downtown area. Transit priority in downtown is outlined in the recommendations of the Connect Downtown study completed in 2024 and will involve the development of Transit Priority Corridors (TPCs) to make bus service faster, more reliable, and more convenient. Key elements include frequent service, continuous bus lanes, transit signal priority, high quality stations with level boarding, and better bus stop spacing.
- 37. *Transit Center Projects:*** This is a key element of the nMotion plan and included in the Metro Nashville Transportation Plan to improve transit options and facilitate connections outside of Downtown Nashville. Funds in the amount of \$8 million in FY2024 and \$4 million every year after are proposed to support planning and development services for transit centers will support planning and development services such as real estate prospecting, conceptual design, legal work, and appraisal services for 'next generation' transit centers. These funds will be used as specific opportunities arise. The Hillsboro Transit Center is complete, and the ribbon cutting for the Dr. Earnest Rip Patton, Jr. North Nashville Transit Center occurred a few months ago. Donelson Station and Artist Lofts on Dickerson Pike are under periods of exclusive negotiations with specific development. MTA is monitoring opportunities for transit centers in other areas including Madison Town Center and within Metro's plan for the East Bank redevelopment.

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-24-036	Meeting Date:	11/21/2024
Item Title:	Approval of the 2025 Board Meeting Schedule		

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### BACKGROUND:

Attached is the proposed schedule for the 2025 committee and board meetings. Notes for some of the dates are as follows:

- November 20 – Thanksgiving falls on the fourth Thursday, so the November meeting will be on the third Thursday.
- December 18 – Christmas Day falls on the fourth Thursday, so the December meeting will be on the third Thursday.

### RECOMMENDATION:

Staff recommend the proposed 2025 meeting dates be adopted by the Board.

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### APPROVED:

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

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**11/21/2024**

*Date*

## 2025 MTA Board Meetings Schedule

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**Committee/Board Meeting**  
**2:30 p.m.**

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Month	Committee & Board Meeting	Meeting Location
<b>January</b>	<b>23</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>February</b>	<b>27</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>March</b>	<b>27</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>April</b>	<b>24</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>May</b>	<b>22</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>June</b>	<b>26</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>July</b>	<b>24</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>August</b>	<b>28</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>September</b>	<b>25</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>October</b>	<b>23</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>November</b>	<b>20*</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228
<b>December</b>	<b>18 *</b>	<b>Tennessee Bankers Association</b> 211 Athens Way, Nashville, TN 37228

\* These dates ARE NOT the fourth Thursday of the month.