



Nashville MTA Board Meeting

Tennessee Bankers Association

211 Athens Way., Nashville, TN 37228

December 19, 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 November 21, 2024, MTA Board Minutes**
4. **Public Comment**
5. **Information Only Items** – The following information is contained in the board packet distributed for member review. These items are not planned for discussion, but the staff is available to discuss them should members have questions.
 - Monthly Financial Report Compared to Budget – Amanda Vandegrift, Deputy CEO of Finance & Administration **M-I-24-036** **P. 7**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-24-037** **P. 14**
 - Upcoming Procurements Projects List – Vince Malone, COSA **M-I-24-038** **P. 19**
6. **Consent Agenda Items**
 - Adoption of Free Fare Services for New Year's Eve, December 31, 2024 **M-A-24-037** **P. 21**
7. **Operations & Finance Committee – Jessica Dauphin, Committee Chair**
 - FY2024 Annual Audit Report – Amanda Vandegrift, Deputy CEO of Finance & Administration **M-A-24-038** **P. 22**
 - Nestor Backflow Contract Extension – Patrick Hester, Deputy COO - Assets & Infrastructure **M-A-24-039** **P. 23**
8. **New Initiatives & Community Engagement Committee – Aron Thompson, Committee Chair – There are no N.I.C.E. Committee agenda items this month.**
9. **CEO's Report – Stephen G. Bland, CEO**
10. **Chair's Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

Nashville Metropolitan Transit Authority

Board of Directors Meeting

November 21, 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, November 21, 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 & Development

Amanda Vandegrift, Deputy CEO of Finance & Admin

Andy Burke, COO

Nick Oldham, CSSO

Vince Malone, COSA

Felix Castrodad, Director of Planning & Grants

Billy Higgin, Capital Grants Administrator

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:34 p.m.

Ms. Carr Williams opened the meeting by acknowledging the recent tragic events. She stated, "This tragedy deeply saddens us, and our thoughts are with those affected—the families and friends of the victims, as well as our riders and employees. The safety of our passengers, drivers, and staff is our top priority; it always has been and always will be. We will continue to assess and strengthen our safety measures across all aspects of this agency. Our commitment to maintaining and improving the safety of our transit system remains unwavering. The board, senior leadership team, and staff are united in recognizing the vital importance of safety." She then invited the audience to observe a moment of silence.

III. **Approval of Minutes:** Vice Chair Miller made a motion to approve the October 24 Nashville MTA Board minutes. Ms. Dauphin seconded the motion, and the Board unanimously approved the minutes.

IV. **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:

- Jeremiah Wooten

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

- **Monthly Financial Report Compared to Budget** – Ms. Hays Sasser asked if the passenger revenue found on page seven was the amount it cost passengers to ride. Ms. Vandegrift replied yes and said the amount was paid through the fare media, which includes QuickTicket.
- **Monthly Operating Statistics** – No questions
- **Upcoming Procurement Projects List** – No questions

VI. **Consent Agenda Items:**

- a. Web Services Communication – Info Technology

- b. MTA/TDOT Contract for South Nashville WeGo Link Subsidy – Ms. Dauphin expressed her excitement about seeing this initiative move forward.

Mr. Thompson moved to approve the consent agenda items; Ms. Miller seconded the motion, and the Board unanimously approved them.

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

- a. **Quarterly Route Performance Report (OF-D-24-010):** Katie Freudberg, Scheduling & Service Planning Manager, provided the following update:

Ms. Freudberg reported that not only have MTA service and ridership levels exceeded pre-pandemic ridership levels, but that they were also approaching levels not seen since before service reductions were implemented in the Spring of 2019 in response to a cut in State funding. She reported that, while weekday ridership remained below pre-pandemic levels, Saturday and Sunday ridership were well more than these figures and that Sunday ridership was almost 60% higher than pre-pandemic levels. She also stated that while peak hour commuter ridership and school hour ridership were still below pre-pandemic levels, we have begun to see the peaking phenomena associated with these two markets start to return. Mid-day and evening ridership on weekdays continued to perform above pre-pandemic levels. Ms. Freudberg also operated on our Bus Operator demographics, where we are seeing much higher numbers of operators with less than 3 years of seniority and more than 12 years of seniority, but fewer in the 4 – 12-year cohort.

Chair Carr Williams asked if there was anything that surprised her when she conducted the analysis. Katie replied that while there was nothing particularly surprising, several things sparked the staff's curiosity. She said more detailed research would be undertaken in the coming months to examine root causes.

Janet Miller said she was glad to see that WeGo is headed in the right direction. She said people often say if you build it, they won't come, but in response to that, we now can say, "We built the Dr. Ernest "Rip" Patton North Nashville Transit Center, and the people are coming."

- b. **MTA 60 Foot Articulated Bus Purchase (M-A-24-033):** Andy Burke, Chief Operating Officer, provided the following item for action:

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 articulated 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 Administration (FTA) replacement criteria. In addition, there will be three (3) expansion buses in this order to support service expansion. 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.

Considering the lead time for the production scheduling, maintenance staff anticipates delivery dates for these buses starting in the 1st 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. Ms. Miller asked if 2 years was a typical delivery lag for this equipment, and Mr. Burke replied that it was.

Mr. Thompson inquired about the typical lifespan of the articulated buses. Mr. Burke responded that it is generally around 12 years. He also asked if this purchase would replace all the articulated buses, to which Mr. Burke explained that no, the replacement would be done strategically over time. Overall, we have a fleet of 45 articulated buses, and this order will bring the total number to 48.

Ms. Dauphin asked what would happen if WeGo didn't receive the \$13 million. Mr. Burke and Billy Higgins responded that they would explore other funding options, such as the Federal Section 5307 Formula program, but this would require the deferral of other projects. Mr. Bland indicated that funding for this project was included in the Capital Spending Plan proposal recently submitted by Mayor O'Connell to the Metropolitan Council, so we do expect the funding to be in place well before the delivery of the buses.

Staff recommended 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."

Ms. Dauphin moved to approve the MTA 60-Foot Articulated Bus Purchase action item. Ms. Hays Sasser seconded the motion, and the Board unanimously approved the minutes.

c. MNPD Memorandum of Understanding Renewal (M-A-24-034): Chief Safety Security Officer Nick Oldham provided the following item for action:

In 2017, DTO partnered with the Metropolitan Nashville Police Department (MNPD) to provide security at the Elizabeth Duff Transit Center, prioritizing safety for customers and employees. The collaboration strengthened safety and fostered a strong relationship with local law enforcement.

In June 2023, DTO was informed of an upcoming price increase for officers in the Secondary Employment Unit (SEU) of MNPD, which led to a significant decrease in officer participation. This reduction occasionally resulted in no officers being on duty at the transit center. To address this, DTO switched to a Memorandum of Understanding (MOU) in July 2023, replacing the flat fee system with regular salaried overtime for officers, which also contributes to their pension. Since the change, volunteer participation has increased to nearly 80%. Under the MOU, instead of a flat fee, the officers get their regular salaried overtime, which also goes towards their pension.

Staff requested 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.

Ms. Hays Sasser asked if it would be possible to obtain peer data to assess WeGo's performance. Mr. Oldham responded that they are already collaborating with Marine Tiger to gather that information and would be happy to present it to the board. Ms. Miller recommended benchmarking against larger cities.

Ms. Dauphin moved to approve the MNPD Memorandum of Understanding Renewal action item. Ms. Miller seconded the motion, and the Board unanimously approved it.

VIII. New Initiative & Community Engagement Committee Report: Committee Chair Aron Thompson presented the following items for discussion and action:

a. Adoption of the FY2025-2029 Capital Investment Plan (M-A-24-034): Capital Grants Administrator Billy Higgins provided the following item for action:

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

Staff requested the Board's formal adoption of the FY2025-2029 MTA Capital Investment Plan. The plan recommends \$110.7 million in investments for Year One (FY2025), with a total project investment of \$434.8 million over the five years. Projects in Year One are fully funded, and staff anticipates a balanced capital budget over the entire plan period, with conservative estimates for future resources.

Ms. Hays Sasser inquired if "local" referred to Metro Nashville, to which Ms. Higgins confirmed that this did represent Metro Nashville funding.

Mr. Thompson asked if the articulated buses were included in the capital budget. Ms. Higgins answered yes.

Ms. Miller asked if this was a forecasting document. Staff clarified that it was, and that this document formed the basis for what we would submit to other processes such as Metro Nashville's Capital Improvement Budget and GNRC's Transportation Improvement Program.

Ms. Dauphin asked if WeGo would revisit these plans now that the CHYM has passed. CEO Bland affirmed that they would.

Mr. Thompson asked if future transit centers would be included, and Ms. Higgins confirmed that they would be.

Mr. Thompson moved to approve the Adoption of the FY2025-2029 Capital Investment Plan. Ms. Dauphin seconded the motion, and the Board unanimously approved it.

IX. Approval of the FY2025-2029 Board Meeting Schedule (M-A-24-036): Chief of Staff and Administration Vince Malone provided the following item for action:

The proposed schedule for the 2025 committee and board meetings is attached. Notable changes include scheduling the November meeting for the third Thursday due to Thanksgiving falling on the fourth Thursday and moving the December meeting to the third Thursday because Christmas Day falls on the fourth Thursday.

Staff recommended the Board adopt the proposed 2025 meeting dates.

Mr. Thompson moved to approve the Board Meeting Schedule. Ms. Dauphin seconded the motion, and the Board unanimously approved it.

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

1. Mr. Bland echoed the sentiments shared earlier by Chair Gail Carr-Williams and Nick Oldham in expressing deep sorrow and sympathy to the victims of violence this week. The impact of these incidents has been felt across WeGo and throughout the Nashville community. He also commended the staff for their swift and effective response. For instance, when Wednesday's shooting at Central forced the closure of the upper level, the Operations and Customer Care teams immediately relocated operations to the lower level during the busiest time of day. They handled the situation calmly, professionally, and with the safety and well-being of WeGo's customers as the priority.
2. On a more positive note, Mr. Bland said he was pleased to share that on November 5, the voters of Davidson County overwhelmingly supported Mayor O'Connell's Choose How You Move transportation improvement program, passing it by a 65.5% to 34.5% margin with over 270,000 votes cast. This is a remarkable turnaround from the 2018 vote. WeGo staff were already proactively planning an aggressive expansion of services and capital projects even before the measure passed. Mr. Bland thanked all the Board Members for their leadership in making this victory possible.
3. Other cities and regions are now looking to Nashville for guidance. Earlier this week, Mr. Bland and Ms. Vandegrift met with a delegation from St. Petersburg, Florida, who visited Nashville to learn about Nashville's successful transit initiatives. In December, several of the staff, including Board member Jessica Dauphin, will travel to Cincinnati, Ohio, for the Center for Transportation Excellence Transit Ballot Initiatives Workshop, where they'll share experiences and strategies for advancing transit expansion.
4. Mr. Bland took a moment to congratulate Vice Chair Janet Miller, who was recently inducted into the Junior Achievement Business Hall of Fame. Several of the board members and staff had the pleasure of joining hundreds of Janet's admirers at the induction dinner and expressed how incredibly proud they were of this well-deserved honor.
5. Last month, amidst the celebrations, including the graduation of our first Maintenance Apprenticeship Class and the WeGo Academy Class, Mr. Bland said that he neglected to introduce a key addition to the WeGo team properly. Nick Pecenka joined WeGo as Director of Operations, replacing Carolyn Riggs-Ferrar, who recently retired. Nick brings over a decade of experience in operations and safety leadership, most recently from the railroad industry. Welcome to WeGo, Nick!
6. Additionally, Mr. Bland acknowledged two long-serving members of the WeGo team. Geraldine "GG" Stafford will be retiring after 21 years of service as a Human Resources Specialist. GG has been an invaluable resource for our staff, resolving countless benefits-related issues. We'll certainly miss her problem-solving expertise. Also, David Eycler, who will be retiring after 23 years of service as an operations supervisor, has been a steady presence in our operations control center. His calm, professional demeanor and commitment to safety have been critical to the smooth operation of our system. Thank you both, GG and David – you will be missed.
7. WeGo staff has been working closely with TDOT, the Mayor's Office, Metro Planning, NDOT, and other stakeholders to ensure the Antioch Transit Center project and the I-24 Choice Lanes project are closely aligned. These productive meetings will help provide a better outcome for the community and region.

8. WeGo's partnership with the Tennessee Titans continues to thrive. The Titans are funding our initiative to offer free fares system-wide on home game days, leading to a 17% increase in ridership on those days compared to an average Sunday. Nearly 1,000 riders use our services to travel to and from the games via bus and train, which is a great success for both WeGo and the Titans.
9. On the RTA side:
 - a. WeGo continues to make progress on the Donelson Station Transit Center and related joint development projects. Debbie has been leading these efforts, along with the Antioch project. We are currently in the federal environmental review phase, and once complete, we'll move forward with design and land acquisition activities.

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

Ms. Carr Williams congratulated Geraldine Stafford and David Eyer on their well-deserved retirements and recognized their significant contributions over the years.

She also expressed her gratitude to Janet Miller for her recent honor, being inducted into the Junior Achievement Hall of Fame, and praised Janet as a true role model.

Ms. Carr Williams expressed her excitement about the referendum's successful passage, noting that Nashville is ready to embrace the challenge ahead. She emphasized that these are exciting times for both the city and WeGo Public Transit.

Additionally, she thanked Ms. Vandegriff for her impactful work before and after joining WeGo and the entire staff for their dedication and hard work.

She expressed her appreciation to her fellow board members, and especially to Janet Miller, for their collective efforts in ensuring the referendum's success.

Finally, considering the recent tragic events, Ms. Carr Williams reminded everyone to check in on their colleagues and loved ones. She encouraged everyone to extend this care and support to the community as well, urging everyone to open their hearts, appreciate one another, and be grateful for the bonds shared.

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 4:05 p.m.

Attested:

Gail Carr Williams
Chair

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-24-036	Meeting Date:	12/19/2024
Item Title:	Monthly Financial Report Compared to Budget		

BACKGROUND:

Attached is a summary of the interim statement of operations for the month of October 2024 compared to the approved fiscal year (FY) 2025 budget. Revenues in October 2024 were 2.5% higher than budgeted and expenses in October 2024 were 4.2% less than budgeted.

Passenger revenues continue to trend higher than budgeted, with total fiscal year revenues to-date being approximately \$283,262 (or 8%) higher than budgeted in the first quarter. This is primarily because the budget conservatively assumed a more severe revenue impact related to fare-capping implementation and a slower return of ridership.

Overtime costs in the Fixed-Route Bus Operations category continue to be significantly higher than budgeted, being nearly two times higher than anticipated in the first quarter due to the ongoing labor shortage issue. As a result of this continuing trend, total fiscal year spending to-date in the Fixed Route Bus Operating category is approximately \$611,619 (or 8%) higher than anticipated in the FY 2025 budget. This does not include the July 1st retroactive wage adjustments in the new collective bargaining agreement with Amalgamated Transit Union Local 1235, which will be reflected in November's monthly financial report. Labor shortages have also impacted the Paratransit Operations category, with the category spending to-date being approximately \$378,402 (or 9%) 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 \$1.6 million (or 12%) lower than anticipated in the FY 2025 budget. This positive variance is primarily due to the quarterly prescription rebates received through Rx Benefits, a refund that was received for prior year medical expenses, lower use of paid time off, and open positions. Other categories experienced negative variances related to timing of expenses and open positions, including Safety & Security (8%), Administration (9%), Planning & Development (15%), and Other (34%).

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 Revenues continue to be higher than budgeted, and WeGo Access Revenues continue to be lower than budgeted. These variances are largely related to budget assumptions on fare-capping revenue impacts. Second, Community Impact Partnership Revenue continues to be recorded as zero in the first quarter of the fiscal year due to the ongoing transition from the traditional transit advertising program. Labor & Fringes was under budget for the first four months of the fiscal year, which was related to the timing of insurance refunds and labor shortages. Services was significantly higher than budgeted due to overtime costs, as noted above.

As of October 31, 2024, RTA owed Nashville MTA approximately \$262,957 for services provided. In turn, MTA owes RTA approximately \$46,573 for fares collected.

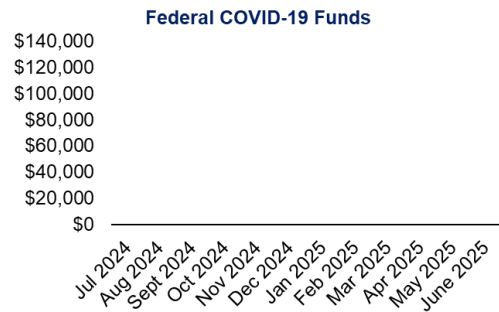
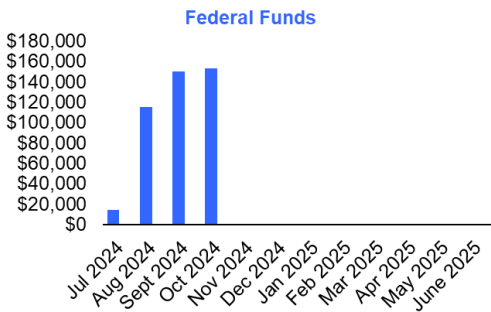
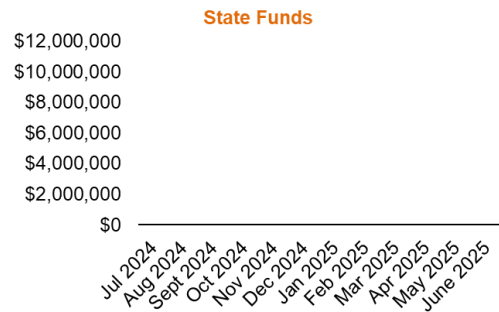
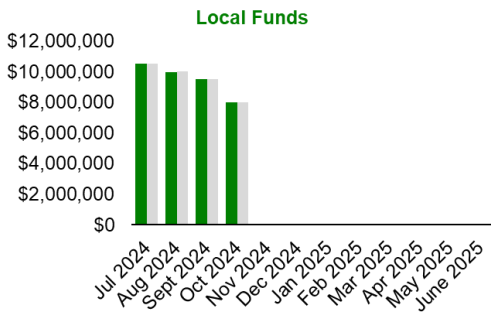
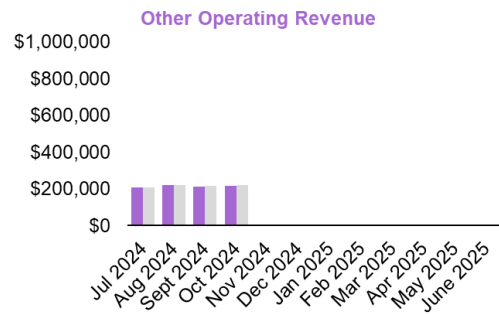
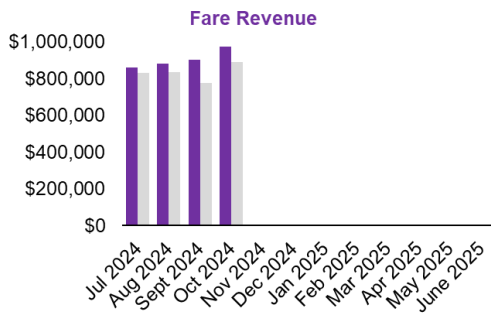
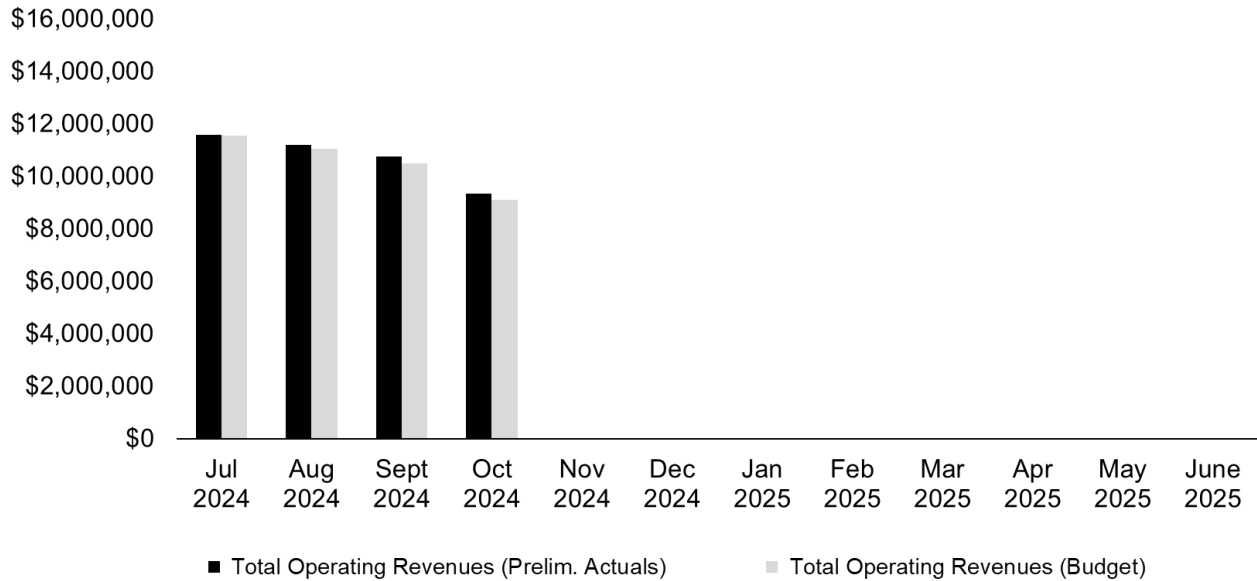
October 2024 Operating Revenue by Category:

	October 2024	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Passenger Revenues (Budget)	888,070	3,332,910	9,569,970	35%
Passenger Revenues (Actuals)	972,266	3,616,172		38%
Other Operating Revenues (Budget)	221,430	864,420	2,612,310	33%
Other Operating Revenues (Actuals)	214,890	850,714		33%
Local Funds (Budget)	8,000,000	38,000,000	77,365,900	49%
Local Funds (Actuals)	8,000,000	37,968,907		49%
State Funds (Budget)	-	-	5,394,000	-
State Funds (Actuals)	-	-		-
Federal Funds (Budget)	-	-	26,457,279	-
Federal Funds (Actuals)	153,005	432,999		2%
Federal COVID-19 Funds (Budget)	-	-	6,597,591	-
Federal COVID-19 Funds (Actuals)	-	-		-
Total Operating Revenues (Budget)	9,109,500	42,197,330	127,997,050	33%
Total Operating Revenues (Actuals)	9,340,161	42,868,720		33%

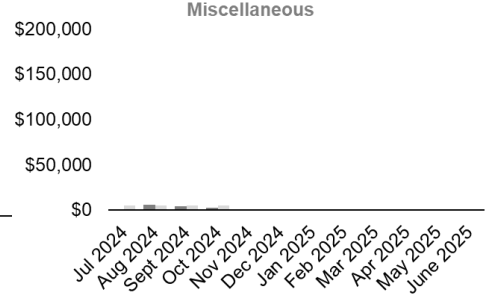
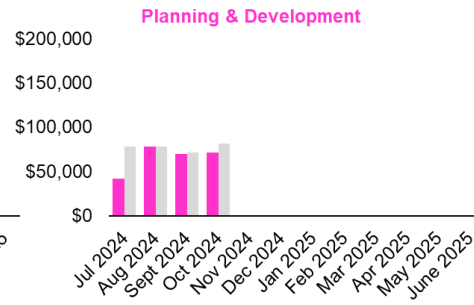
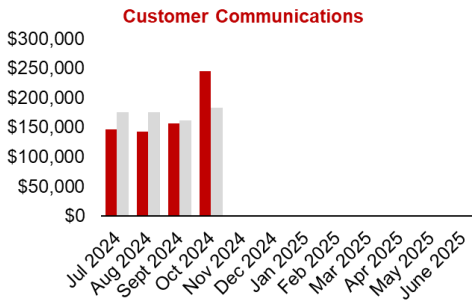
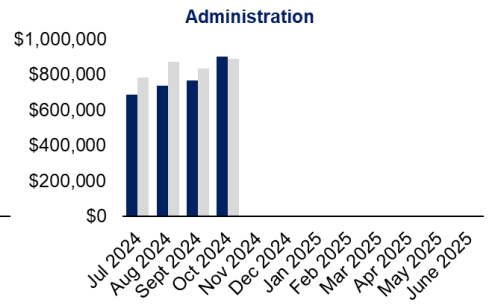
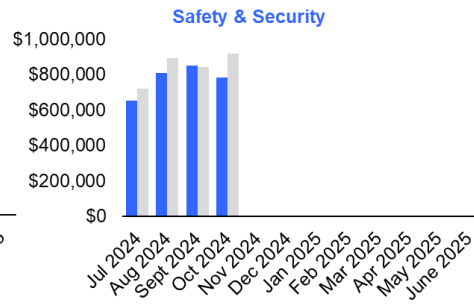
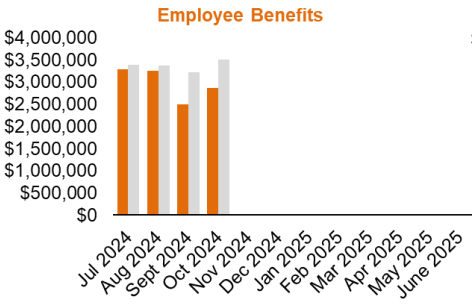
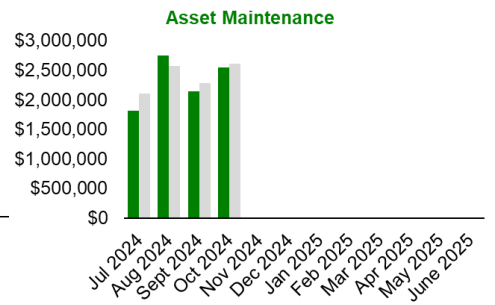
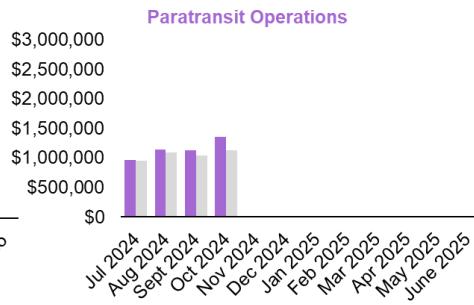
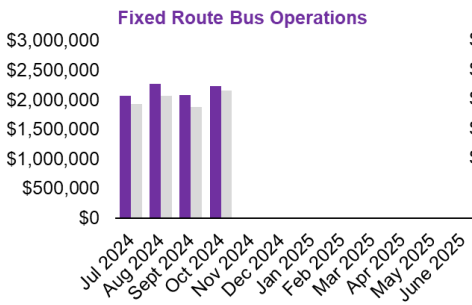
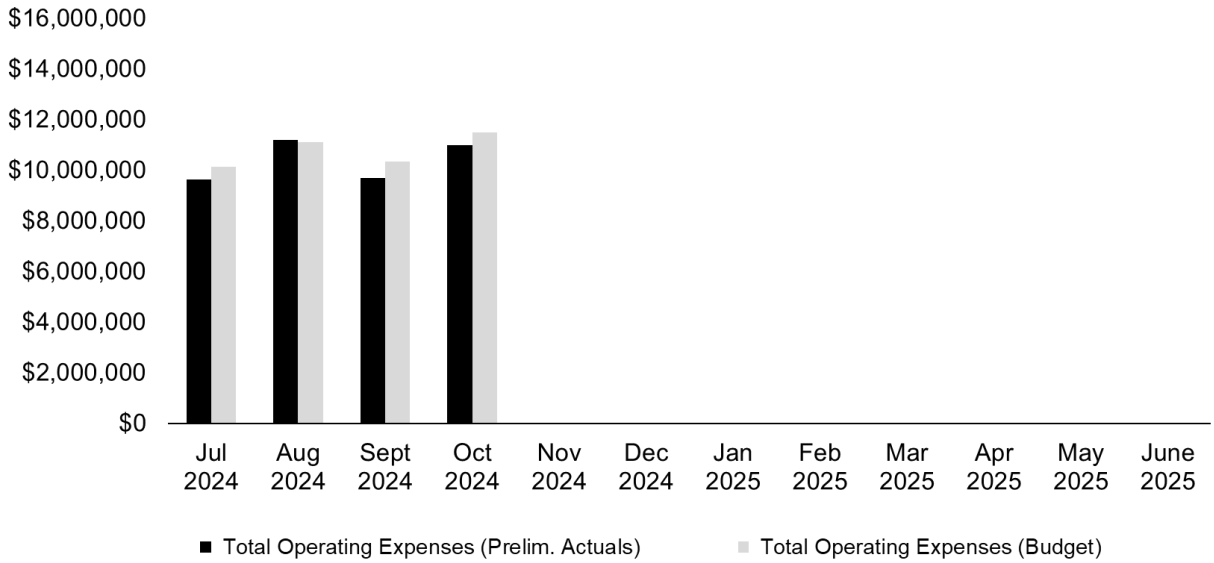
October 2024 Operating Expenses by Category:

	October 2024	Fiscal Year To Date	Approved FY 2025 Budget	% Budget To Date
Fixed Route Bus Operations (Budget)	2,158,628	8,028,372	23,625,790	34%
Fixed Route Bus Operations (Actuals)	2,228,500	8,639,991		37%
Paratransit Operations (Budget)	1,121,693	4,208,642	12,671,810	33%
Paratransit Operations (Actuals)	1,353,704	4,587,044		36%
Asset Maintenance (Budget)	2,613,187	9,567,088	28,608,930	33%
Asset Maintenance (Actuals)	2,545,009	9,250,740		32%
Employee Benefits (Budget)	3,511,280	13,491,130	39,786,760	34%
Employee Benefits (Actuals)	2,875,220	11,915,987		30%
Safety & Security (Budget)	917,781	3,373,084	10,161,070	33%
Safety & Security (Actuals)	783,989	3,093,219		30%
Administration (Budget)	889,871	3,377,064	10,160,810	33%
Administration (Actuals)	898,985	3,086,900		30%
Customer Communications (Budget)	182,766	695,634	2,030,120	34%
Customer Communications (Actuals)	244,516	689,748		34%
Planning & Development (Budget)	81,195	308,050	897,350	34%
Planning & Development (Actuals)	71,091	260,677		29%
Miscellaneous (Budget)	4,534	18,136	54,410	33%
Miscellaneous (Actuals)	2,062	12,043		22%
Total Operating Expenses (Budget)	11,480,935	43,067,200	127,997,050	34%
Total Operating Expenses (Actuals)	11,003,077	41,536,349		32%

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.

APPROVED:

Amanda Vandegrift

Deputy CEO of Finance and Administration

12/19/2024

Date

Nashville MTA
Statement of Operations Compared to Budget
For the Period Ending October 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
Revenue From Operations								
Passenger Fares	736,298	640,950	95,348	2,409,828	2,701,355	2,397,250	304,105	6,885,000
WeGo Access Revenue	45,195	61,740	(16,545)	202,934	196,892	234,410	(37,518)	637,640
Contract Revenue	277,187	271,595	5,592	972,344	1,052,517	1,035,230	17,287	3,070,940
Community Impact Partnership Revenue	-	16,300	(16,300)	141,811	-	61,650	(61,650)	180,000
Other Non-Transportation Revenue	128,476	118,925	9,551	452,093	516,122	468,800	47,322	1,408,700
Total Operating Revenue	1,187,157	1,109,510	77,647	4,179,010	4,466,885	4,197,340	269,545	12,182,280
Federal/State/Local Income								
Local Operating Assistance	8,000,000	8,000,000	-	35,000,000	37,968,907	38,000,000	(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	-	-	-	-	-	-	-	-
Total Assistance Income	8,000,000	8,000,000	-	35,045,409	37,968,907	38,000,000	(31,093)	89,357,491
Capital Income								
Capital Operating Reimbursement	153,005	-	153,005	71,625	432,999	-	432,999	22,957,279
Capital ADA Reimbursement	-	-	-	-	-	-	-	3,500,000
Total Capital Income	153,005	-	153,005	71,625	432,999	-	432,999	26,457,279
Total Revenue	9,340,161	9,109,510	230,651	39,296,044	42,868,792	42,197,340	671,452	127,997,050
Labor & Fringes	7,164,112	8,212,180	1,048,068	27,558,197	28,684,607	30,796,260	2,111,653	91,052,070
Services	2,000,527	1,463,650	(536,877)	4,285,099	6,427,310	5,547,010	(880,300)	16,832,390
Fuel & Lubricants	528,486	617,710	89,224	2,131,271	2,174,064	2,336,720	162,656	6,795,660
Parts, Materials & Supplies	843,139	688,350	(154,789)	2,290,244	2,386,736	2,509,340	122,604	7,568,890
Utilities	111,938	148,250	36,312	399,768	418,798	474,690	55,892	1,538,660
Casualty & Liabilities	286,604	281,860	(4,744)	1,065,924	1,204,979	1,127,440	(77,539)	3,382,340
Other Miscellaneous Expenses	68,270	68,935	665	179,922	239,853	275,740	35,887	827,040
Total Expenses	11,003,077	11,480,935	477,858	37,910,424	41,536,349	43,067,200	1,530,851	127,997,050
Surplus/(Deficit) before GASB 33	(1,662,915)	(2,371,425)	708,510	1,385,620	1,332,443	(869,860)	2,202,303	-
CARES Act Capital Reimbursement	84,015	-	84,015	4,132	127,258	-	127,258	-
Capital Asset Purchases	3,873,089	-	3,873,089	3,610,354	7,186,424	-	7,186,424	-
Amortized Rental Revenue	49,167	-	49,167	196,668	196,668	-	196,668	-
GASB 75 OPEB	-	-	-	-	-	-	-	-
Interest Exp - Cap Lease	(20,781)	-	(20,781)	(82,133)	(83,012)	-	(83,012)	-
(Loss)Gain on Sales	-	-	-	27,636	5,111	-	5,111	-
Amortization Exp	(8,409)	-	(8,409)	(33,637)	(33,637)	-	(33,637)	-
Depreciation net of Sub-Recip	(2,141,103)	-	(2,141,103)	(7,525,175)	(8,604,473)	-	(8,604,473)	-
Surplus /(DEFICIT)	173,063	(2,371,425)	2,544,488	(2,416,534)	126,781	(869,860)	996,641	-

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

	This Month October	Fiscal YE 2024 June
ASSETS		
CURRENT ASSETS		
Cash and Equivalents	3,318,344	6,459,272
Receivables from Federal, State, and Local Gov't	2,139,895	4,984,588
Accounts Receivable	2,095,341	2,173,701
Material and Supplies	5,381,285	4,814,116
Prepaid Expenses and Other	4,463,283	1,538,215
Pension and OPEB Deferred Outflow	32,868,326	32,868,326
TOTAL CURRENT ASSETS	50,266,474	52,838,218
PROPERTY AND EQUIPMENT		
Land	14,733,025	14,733,025
Buildings, Shelters, and Benches	139,086,731	138,578,250
Revenue Equipment and Parts	226,575,403	222,852,650
Office Furniture and Equipment	7,159,934	7,055,969
Work in Progress	8,391,711	5,364,715
	395,946,804	388,584,609
Less Accum Depreciation and Amortization	(211,527,383)	(203,317,072)
TOTAL PROPERTY AND EQUIPMENT, NET	184,419,421	185,267,537
OTHER ASSETS		
Cash and Restricted Investments for Self Ins	350,003	350,003
North Nashville Property (Lease)	7,063,765	7,063,765
TOTAL OTHER ASSETS	7,413,768	7,413,768
TOTAL ASSETS	242,099,663	245,519,523
LIABILITIES		
CURRENT LIABILITIES		
Accounts Payable	5,933,925	4,894,741
Accrued Expenses	7,020,827	8,939,025
Deferred Revenue	510,993	581,952
Notes Payable	-	2,400,000
TOTAL CURRENT LIABILITIES	13,465,745	16,815,718
NON-CURRENT LIABILITIES		
Long Term Deferred Rent Revenue	4,820,769	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
NON-CURRENT LIABILITIES	133,803,432	134,000,100
NET ASSETS		
Invested in Capital Assets	179,598,652	100,682,034
Unrestricted	(84,894,947)	(20,295,870)
Current Year Surplus(Deficit)	126,781	14,317,541
TOTAL NET ASSETS	94,830,486	94,703,705
TOTAL LIABILITIES AND NET ASSETS	242,099,663	245,519,523

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivables	\$1,974,627	\$28,639	\$37,832	\$54,243	\$2,095,341
	94.2%	1.4%	1.8%	2.6%	100%
Accounts Payable	\$5,899,117	\$18,705	\$12,433	\$3,670	\$5,933,925
	99.4%	0.3%	0.2%	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-23-037	Meeting Date:	12/19/2024
Item Title:	Monthly Operating Statistics		

BACKGROUND:

October was a strong month overall with respect to ridership, with continued increases. Total ridership in October performed 11.5% above goal. However, it should be noted that the monthly ridership goal stays the same throughout the year and October is typically one of our highest ridership months. For the four months of the fiscal year to date, ridership is just over 4% above goal.

Human Resources and other departments continue to focus on staff recruitment and retention efforts to increase trip completion rates, reduce overtime levels, support additional helper buses, and prepare for service expansion associated with the Choose How You Move projects. Specifically on the retention side, HR is analyzing primary drivers of turnover (based on exit interviews), and Operations is engaging in staff outreach events where supervisors make a concerted effort to thank operators for their hard work while providing them with important safety information and other guidance.

Safety performance, including both preventable and total collisions, is significantly worse than goal. However, most of these accidents are minor in nature including “mirror taps” and low speed impacts with fixed objects.

On-time performance declined year-over-year to below 80%, which is underperforming compared to both the goal and historical performance. Making meaningful progress in this area will require investments in transit priority treatments, including bus priority lanes and transit signal priority (longer green lights for buses). WeGo and NDOT recently created a list of target intersections and road segments for priority treatment that may be able to be implemented in advance of longer-term improvements associated with All-Access Corridor treatments. NDOT and WeGo, in partnership with Metro Information Technology Services, are also prioritizing corridors for communications infrastructure upgrades (fiber communication lines) to support the future implementation of Transit Signal Priority and traffic-adaptive signal technologies. We are also preparing to pilot multiple Transit Signal Priority technologies with NDOT on Charlotte Pike and Murfreesboro Pike to determine the benefits of newer systems relative to existing performance on the Murfreesboro Pike corridor. Performance in this area will also require us to achieve full staffing levels to increase the number of “helper” buses that can help routes recover reliable service in the event of a disruption, and technological and operating innovations like headway-based service management in our frequent network transit corridors.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

12/19/2024

Date

Operations Dashboard Report

	October 2024	October 2023	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	833,886	745,170	11.9%		
Access Ridership	36,470	34,352	6.2%		
Total Ridership	870,356	779,522	11.7%	780,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	16.30	16.21	0.6%	15.40	●
Access Passengers per Revenue Hour	1.52	1.71	-10.8%	1.60	▲
Cost Per Scheduled Revenue Hour	\$163.97	\$150.09	9.2%	\$155.47	▲
Safety					
Total Collisions per 100,000 miles	7.2	4.3	67.4%	4.0	◆
Preventable Collisions per 100,000 miles	4.2	2.1	100.0%	2.2	◆
Service Quality					
Bus Trip Completion	99.61%	99.84%	-0.23%	99.75%	▲
Bus On-Time Performance	79.3%	82.7%	-3.3%	85.0%	▲
Access On-Time Performance	91.5%	92.3%	-0.8%	93.0%	▲
Maintenance					
Bus Miles Between Road Calls	9,632	5,418	77.8%	6,500	●
Access Miles Between Road Calls	45,773	37,490	22.1%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,743	2,844	-3.6%	3,000	▲
Access Passengers per Complaint	675	354	90.7%	350	●
Percent of Calls Answered	90.2%	87.3%	2.9%	92.0%	▲
Staffing					
% of Operator Positions Filled	90.1%	95.3%	-5.1%	92.0%	▲
% of Maintenance Positions Filled	83.0%	88.0%	-5.0%	92.0%	▲
Customer Amenities					
% 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	FY2024			
	October 2024	October 2023	Pct. Change	Goal	Indicator
Ridership					
Bus Ridership	3,113,635	2,852,837	9.1%		
Access Ridership	136,901	130,064	5.3%		
Total Ridership	3,250,536	2,982,901	9.0%	3,120,000	●
Productivity & Efficiency					
Bus Passengers per Revenue Hour	15.60	16.40	-4.9%	15.40	●
Access Passengers per Revenue Hour	1.61	1.69	-4.8%	1.60	●
Cost Per Scheduled Revenue Hour	\$150.32	\$150.52	-0.1%	\$155.47	●
Safety					
Total Collisions per 100,000 miles	5.7	5.1	11.4%	4.0	◆
Preventable Collisions per 100,000 miles	3.1	2.6	20.0%	2.2	◆
Service Quality					
Bus Trip Completion	99.63%	99.81%	-0.19%	99.75%	▲
Bus On-Time Performance	81.6%	81.8%	-0.2%	85.0%	▲
Access On-Time Performance	91.1%	93.0%	-1.9%	93.0%	▲
Maintenance					
Bus Miles Between Road Calls	9,053	6,190	46.3%	6,500	●
Access Miles Between Road Calls	22,981	20,937	9.8%	20,000	●
Customer Care					
Bus Passengers per Complaint	2,810	2,870	-2.1%	3,000	▲
Access Passengers per Complaint	395	293	34.7%	350	●
Percent of Calls Answered	87.9%	83.6%	4.3%	92.0%	▲
Staffing					
% of Operator Positions Filled	91.2%	96.3%	-5.1%	92.0%	▲
% of Maintenance Positions Filled	85.2%	87.6%	-2.4%	92.0%	▲
Customer Amenities					
% 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
Ridership	
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
Productivity & Efficiency	
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
Safety	
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
Service Quality	
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
Maintenance	
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.
Customer Care	
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.
Staffing	
% 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
Customer Amenities	
% of Stops with Shelters (including Central)	The total number of stops with shelters divided by total number of stops WeGo operates.
% of Sheltered Boardings (including Central)	The total number of riders who boarded with a shelter (including WeGo Central boardings) divided by the total number of riders for the time period.

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 12/19/2024

Item #: M-I-24-038

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 for the Regional Transportation Authority of Middle Tennessee (RTA). The previous contract, with all of its options, have been extended and will expire June 30, 2025.
- **Anticipated Publish Date:** December 2024
- **Estimated Individual Contract Value:** TBD

Project Name: Murfreesboro Pike All-Access Corridor

- **Brief Description:** RFI will gain information from qualified firms to suggest a range of activities and recommended methods that will help shape the vision and implementation strategy of Murfreesboro Pike All-Access Corridor.
- **Anticipated Publish Date:** December 2024
- **Estimated Project Value:** TBD

Project Name: Capital Project Management Services

- **Brief Description:** Seeking proposals from qualified firms for consulting services to provide capital project management services to projects managed by WeGo, including those encompassed in the Choose How You Move Ballot Measure.
- **Anticipated Publish Date:** December 2024
- **Estimated Project 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

Project Name: EMSID

- **Brief Description:** Implement a new contract that provides eligible organizations assistance with the coordinated public transit-human Services Transportation Plan (CPT-HSTP)
- **Anticipated Publish Date:** January 2025
- **Estimated Individual Contract Value:** TBD

Project Name: JARC

- **Brief Description:** Implement a new contract that provides eligible organizations assistance with the coordinated public transit-Human Services Transportation Plan (CPT-HSTP)
- **Anticipated Publish Date:** January 2025
- **Estimated Individual Contract Value:** TBD

Project Name: Central Horseshoe Safety Improvement Project

- **Brief Description:** WeGo is seeking qualified contractors to make improvements to operator and pedestrian safety at Central.
- **Anticipated Publish Date:** February 2025
- **Estimated Project Value:** TBD

Project Name: Nestor Maintenance Bays

- Brief Description: Expansion of maintenance bays to improve service.
- Anticipated Publish Date: March 2025
- Estimated Project Value: TBD

CURRENT STATUS:

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

No discussion is planned at the meeting unless staff has questions. This material is provided for information only.

APPROVED:



Chief of Staff & Administration

12/19/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-24-037	Meeting Date:	12/19/2024
Item Title:	Adoption of Free Fare Services for New Years Eve, December 31, 2024		

BACKGROUND:

Historically, the Metropolitan Transit Authority of Nashville and Davidson County has periodically offered “free-fare days” for special events, promotional opportunities or other milestones that are important to Davidson County as a whole – often at the request of various community groups. Recent examples have included the Inauguration of Mayor Freddie O’Connell, the dedication of the Diane Nash Plaza at the Davidson County Courthouse Square, and Election Day. New Years Eve festivities are another event for which we have traditionally offered both free fares and supplemental service to support the community celebration, and to provide attendees another alternative to driving if they choose to consume alcoholic beverages.

The Regional Transportation Authority of Middle Tennessee (RTA) will be operating WeGo Star rail service to the downtown New Year’s Eve celebration for a fare. MTA will be operating regular and supplemental service on major corridors (routes 3, 4, 7, 14, 22, 23, 50, 52, 55, and 56) as well as WeGo Access after midnight, with the last lineup leaving The Elizabeth Duff Transit Center at WeGo Central at 1:15am. Supplemental shuttles will operate between Hume Fogg High School and Bicentennial Mall, as well as between Riverfront Station and Bicentennial Mall to connect attendees to the “Nashville’s Big Bash” celebration on the Mall. Extra buses will also be deployed to support routes experiencing overcrowding and other possible disruptions.

As in past years, staff recommends the removal of all fares from MTA services from 6:00pm until the end of service on New Year’s Eve, Tuesday, December 31.

RECOMMENDATION:

It is recommended that Tuesday, December 31, 2024 be designated as a “free fare New Years Eve” in Davidson County on all services operated by the Metropolitan Transit Authority of Nashville and Davidson County after 6:00pm, including both fixed route and WeGo Access paratransit service. Free fare is not extended to either services of the Regional Transportation Authority or the WeGo Link first mile/last mile connector program, where regular fares will remain in effect.

APPROVED:

Board Secretary

12/19/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-24-038	Meeting Date:	12/19/2024
Item Title:	FY2024 Annual Audit Report		

BACKGROUND:

The enclosed report is the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2024. We are pleased to report that the Nashville Metropolitan Transit Authority received a “clean” opinion on the report from our auditors and that no material internal control weaknesses or deficiencies were encountered during the audit. Two findings were identified with the following corrective actions:

- **2024-001 – INTERNAL CONTROLS OVER CASH DISBURSEMENTS FOR ALLOWABLE COSTS:** In September 2024, two additional reviews were added for all checks issued for greater than the required threshold to ensure that each check issue includes two authorized signatures.
- **2024-002 – PROCUREMENT AND SUSPENSION AND DEBARMENT:** By June 30, 2025, all vendors will be required to complete certification by (1) registering with www.SAM.gov and providing a copy of the active non-debarment status or (2) signing and submitting a Debarment and Suspension Certification form. Additionally, an annual update process will be completed for all active contracts to recertify compliance with this federal regulation. All submitted documentation will be maintained on the agency’s shared drive.

RECOMMENDATION:

MTAs outside accountants from Crosslin will review the Annual Report and their required communications at the board meeting. We are requesting that the Board accept the Comprehensive Annual Financial Report for the fiscal year ended June 30, 2024. The written report is attached as an addendum to the Board packet.

APPROVED:

Board Secretary

12/19/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

Item Number:	M-A-24-039	Meeting Date:	12/19/2024
Item Title:	Nestor Backflow Project - Contract Extension		

BACKGROUND:

The Nestor Backflow System construction contract—2023132—was approved and awarded to Koorsen Fire & Security in December 2023 to repair the fire and plumbing systems. This extension request is necessary due to unforeseen circumstances that impacted the project scope and budget.

The original scope of the work was to relocate and replace the backflow assembly to improve facility and operational safety and achieve compliance, reliability, and optimal maintainability.

The approved contract budget was \$299,720.00, with an additional authorization of \$59,944 (20%) for staff-directed changes if unanticipated conditions arose, for a total project budget authorization of \$359,664.00.

Change orders 1, 2, and 3 were executed in June 2024 to improve the construction schedule for fuel lane operations and resolve unforeseen subsurface conditions. The total cost was \$47,739.00, with a remaining contingency of \$12,185.00.

Subsequent to original completion of the project, a final Codes Inspection by Metro Nashville identified additional unforeseen subsurface electrical upgrades that needed to be completed before final approval of the project could be obtained. This led to additional change orders totaling \$47,285.00, which exceeded the approved contract budget by \$35,100 (9.7%). The cost overrun ensured the successful completion of the backflow preventer installation and could not reasonably have been foreseen during the design and bidding stage of the project. The adjustments were essential for maintaining project integrity and ensuring compliance with all safety, environmental, and Metro regulations for a total construction cost of \$394,764.00.

RECOMMENDATION:

Staff requests the Board to provide the Chief Executive Officer the authority to approve a contract price extension of \$35,100 for a total project budget of \$395,764.00 for the Nestor Backflow Project. Funding for this project is provided in the agency capital plan under the facility state of good repair program utilizing Federal 5307 funds with matching state and local funds.

APPROVED:

12/19/2024

Board Secretary

Date