

**Tennessee State Library & Archives**  
 1001 Rep. John Lewis Way N., Nashville, TN 37219  
 September 28, 2023 | 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 August 24, 2023, MTA Board Minutes
4. Public Comment
5. **Information Only Items** – The following information is contained in the distributed Board packet for member review. There is no planned discussion of these items, but the staff is available for discussion should members have questions.
  - Monthly Financial Report Compared to Budget – Ed Oliphant, Chief Financial Officer **M-I-23-028** **P. 7**
  - Monthly Operating Statistics – Andy Burke, Chief Operating Officer **M-I-23-029** **P. 10**
  - Upcoming Procurements Projects List – Vince Malone, Chief of Staff & Administration **M-I-23-030** **P. 15**
6. **Consent Agenda Items** – Pursuant to recent discussions, these action items are routine in nature, tend to be repetitive year over year, and are described in the written agenda materials. As such, they would be voted on as a group to permit more time for discussion of more unusual items. Any Board member can request that any item be removed from the Consent Agenda for further discussion, and the listed staff will be available for questions.
  - Resolution for FY2024 Annual Grant Application – Billy Higgins, Capital Grants Administrator **M-A-23-028** **P. 16**
7. **Operations & Finance Committee – Jessica Dauphin, Chair**
  - MTA Legal Services – Vince Malone, Chief of Staff & Administration **M-A-23-029** **P. 19**
  - MTA Third Party Administrator Services – Vince Malone, Chief of Staff & Administration **M-A-23-030** **P. 21**
  - Nestor Facility Eastside Sewer Line Contract Amendment – Patrick Hester, Facilities Manager **M-A-23-031** **P. 23**
  - System Security Assessment Contract – Nick Oldham, Chief Safety & Security Officer **M-A-23-032** **P. 25**
8. **New Initiatives & Community Engagement Committee – Janet Miller, Chair**
  - Adoption of the FY2024-2028 Capital Investment Plan – Felix Castrodad, Director of Planning & Grants **M-A-23-033** **P. 27**
9. **CEO’s Report – Stephen G. Bland, CEO**
10. **Chair’s Report – Gail Carr Williams, Chair**
11. **Other Business**
12. **Adjournment**

**NASHVILLE METROPOLITAN TRANSIT AUTHORITY**  
**Board of Directors Meeting**  
**August 24, 2023**

I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee State Library & Archives, located at 1001 Rep. John Lewis Way N., Nashville, TN 37219, on Thursday, August 24, 2023.

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

Gail Carr Williams, Board Chair	Andy Burke, COO
Jessica Dauphin, Member	Ed Oliphant, CFO
Kathryn Hays Sasser, Member	Vince Malone, COSA
Aron Thompson, Member	Nick Oldham, CSSO
Margaret Behm, Board Secretary	Felix Castrodad, Director of Planning & Grants
Stephen Bland, CEO	Carl Rokos, Director of Maintenance
Monica Howse, Sr. Exec. Asst. & Board Liaison	Marilyn Yokley, Access Manager
	Dan Freudberg, Deputy COO – Op System
	Katie Freudberg, Scheduling & Service Planning Manager

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:31 p.m.

Board Chair Carr Williams acknowledged and welcomed Aron Thompson as the newest Nashville Metropolitan Transit Authority Board Member. Mr. Thompson said he was excited to be a Board Member and eager to learn and give input where needed.

Board Chair Carr Williams honored and acknowledged former Board Member Walter Searcy, who rolled off the Board. She said Mr. Searcy gave tremendous insight to MTA and is to be commended for his commitment and love for transit. She concluded by saying that Mr. Searcy will be missed, and WeGo will find a time in the near future to celebrate his contributions as a former MTA Board Member.

III. **Approval of Minutes:** Jessica Dauphin moved to approve the July 27 Nashville MTA Board minutes. Aron Thompson seconded the motion, and the Board unanimously approved the minutes.

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

- Darius Knight

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

- Monthly Financial Report Compared to Budget – No questions
- Monthly Operating Statistics – No questions
- Upcoming Procurement Projects List – No questions

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

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

- a. **FTA Triennial Review Final Report (OF-D-23-004):** Capital Grants Administrator Billy Higgins provided the following report:

The Federal Transit Administration (FTA) recently provided MTA with the Final Report from its FY 23 Triennial Review. The Triennial Review is one of the FTA's oversight tools for examining grantee performance and compliance with FTA requirements and policies. Mandated by Congress in 1982, although not an audit, it examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements by examining a sample of the agency's award management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with award requirements. The Triennial Review focused on MTA's compliance in 23 areas. No deficiencies were found with the FTA requirements in 22 of these areas. Deficiencies were found in one area: Drug and Alcohol Program.

Capital Grants Administrator Billy Higgins reviewed the Triennial Review process and the committee's corrective actions relative to the one programmatic finding in the Drug & Alcohol Program. The full written report was attached for the Board Members' review at the meeting.

There was general discussion and an overall appreciation from the board members of a great report.

- b. Quarterly Route Performance Report (OF-D-23-005):** Scheduling & Service Planning Manager Katie Freudberg provided the following report:

Ridership this quarter was up approximately 6% from last quarter, at ninety-five percent of pre-pandemic ridership. Ridership on the frequent network now exceeds pre-Covid levels, and routes such as the 23 Dickerson Pike, 52 Nolensville Pike, and 55 Murfreesboro Pike continue to exceed pre-pandemic ridership and show strong growth.

WeGo Public Transit continues to observe different ridership patterns than existed previously. Weekend ridership is up substantially, fourteen percent higher than pre-Covid ridership for Saturdays and thirty-five percent higher for Sundays. One area not as strong is student and youth ridership, which remains at about sixty percent of pre-pandemic ridership. However, the non-youth (adult) ridership is now four percent higher than pre-Covid.

On-time performance on almost every route declined during this period, continuing recent trends, and again, many of the busiest corridors showed the most critical performance issues. WeGo Public Transit saw some of the impact of the Broadway Bridge replacement in June, with lane closures and construction, before the full closure in early July.

There was no further discussion.

- c. 40-Foot Clean Diesel Bus Purchase (M-A-23-023):** Director of Maintenance Carl Rokos provided the following report:

Staff recommended the Board provide the Chief Executive Officer authority to approve a five-year contract with Gillig LLC and authority to supply the agency with 40' Clean Diesel Transit Coaches and to execute an initial purchase order for the purchase Twenty - Eight (28) 40' buses from Gillig corporation for vehicles used in Fixed route service. The requested contract authorization is for a not-to-exceed price of \$656,739 per bus plus an additional \$12,000 per bus for tools and training. The total not-to-exceed purchase authorization for this acquisition is \$18,724,692. The overall 5-year contract ceiling is for a not-to-exceed amount of \$50,000,000. Staff will return to the Board in future years for specific authorization to acquire equipment under the remainder of this contract. Funding for this acquisition is already in place, with \$8,180,000 in Metro Nashville Capital funding for service expansion and \$10,704,000 in Federal Section 5307 formula funding with matching State and Local funds.

There was general discussion.

Jessica Dauphin motioned to approve the 28 40-foot Clean Diesel Bus Purchase; Aron Thompson seconded the motion, and the Board unanimously approved this action item.

**VIII. New Initiative & Community Engagement Committee Report:** In the absence of Committee Chair Janet Miller, Board Chair Carr Williams introduced the following items for discussion and action:

**a. Fare Policy & Title VI Analysis (NICE-D-23-006):** Director of Planning & Grants Felix Castrodad presented the following:

Since the adoption of the Fare Policy by the Board, staff has implemented different strategies to ensure a positive and seamless transition to the QuickTicket system. As the elimination of magnetic and charge cards approaches, Felix Castrodad provided an update on the status of the mitigation strategies.

For over two and a half years, staff has been promoting and helping riders transition to the new fare collection system. Progress has been made in different areas to make products, savings, and overall benefits more accessible to riders. Unlike other transit systems, cash is still allowed in our system, understanding the need to provide equitable fare payment options. Implementation of these changes takes time, but staff commits to continue to monitor existing measures and expand opportunities for access to benefits to ensure the simplicity, seamlessness, equity, accessibility, and revenue-neutrality goals of the system. This has been reflected through the increasing penetration of QuickTicket products as a means of fare payment.

As a result of all these efforts, WeGo Public Transit is moving forward to eliminate all magnetic media on the system, effective October 1, 2023. Effective on that date, all riders paying with cash will be required to pay with exact change for each boarding and will no longer be able to purchase day passes when boarding the bus.

There was general discussion.

**b. Access Improvement Plan Policy Recommendations (M-A-23-024):** Deputy COO - Op Systems Dan Freudberg presented the following report:

Staff recommended the MTA Board of Directors approve the policy changes for the Core Access ADA Paratransit and Access on Demand Programs described in Tables One and Two. In addition, staff recommended establishing a Provider Option Program (POP) for paratransit-eligible customers called Access FLEX, as described in Table Two and the note on the final page of this Action Item. These changes are proposed to become effective on July 1, 2024, to provide adequate time for educating customers regarding the changes, going through the procurement process for new providers, and executing contracts with the selected providers.

There was general discussion.

Jessica Dauphin motioned the Board to approve the Access Improvement Plan Policy Recommendations; Aron Thompson seconded the motion, and the Board unanimously approved this action item.

**c. Access Third Party Provide Contract Extensions (M-A-23-025):** Access Manager Marilyn Yokley presented the following report:

Staff recommended that the Board approve extending contract 2017810 from September 21, 2023, through June 30, 2024.

CEO Bland pointed out the original board document recommended an extension through March 30, 2024, but it should be amended to read "through June 30, 2024."

Aron Thompson motioned to approve the Access Third Party Provider Contract Extension action item; Kathryn Hays Sasser seconded the motion, and the Board unanimously approved this action item.

**d. Amendment to Procedures for Participation in Metropolitan Transit Authority Meetings (M-A-23-026):** Board Secretary Margaret Behm presented the following report:

In the coming months and years, with major initiatives such as the Murfreesboro Pike Corridor Project, East Bank Transit developments, and several potential transit center projects, WeGo Public Transit anticipates more public engagement, and specifically more public participation and comment during our Board of Directors meetings. In light of these factors and recent instances (particularly during COVID) of other public bodies facing increasing challenges in balancing effective public engagement with conducting the business of their agencies, several MTA Board Members asked staff and the MTA General Counsel to re-examine the current policies and procedures regarding public participation at MTA Board meetings. In addition, recent changes in State law regarding public participation in the deliberations of public bodies in Tennessee made this a good time to revisit this process. As articulated by MTA Board Members, WeGo Public Transit aims to strike the appropriate balance between proactive public engagement and assuring that the Board can carry out the necessary business of MTA.

Following a review by WeGo Public Transit staff and the MTA General Counsel, including a review of pertinent State Law and the practices of other comparable public agencies, the Rules and Procedures for participation in the Nashville Metropolitan Transit Authority meetings was presented for Board consideration. Staff and General Counsel recommend its adoption. This policy would specifically apply to public participation at MTA Board meetings. It does not affect the Authority's other public engagement policies, such as those associated with proposed service and fare changes.

Jessica Dauphin motioned to approve the Amendment to Procedures for Participation in the Nashville Metropolitan Transit Authority ("WeGo") Meetings action item; Kathryn Hays Sasser seconded the motion, and the Board unanimously approved this action item.

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

1. Work is well underway to prepare for the service changes approved. Changes will go into effect on October 1. Route 70 – Bellevue Connector was a late addition to this service package. WeGo initiated this service several weeks ago as a pilot program to accommodate the start of the school year at Lawson High School. Overall, it's performing well after a few hiccups in the first week. The Board will see this route again when the Board considers Spring 2024 service changes after the first of the year.
2. Work also continues at a good pace at the Ernest Rip Patton Jr. North Nashville Transit Center, with much activity visible. Next Tuesday Evening, WeGo will host a public meeting at the Lee Chapel AME Church on Dr. DB Todd Blvd to gain input from the community on the art installations that will be installed as part of the Center. Kia Lewis will provide an overview of the construction progress at the September meeting.
3. Mr. Bland attended several meetings with Metro Planning, the Mayor's Office, and others regarding the Global Mall redevelopment process, including the planned transit center's role and location. On September 12, WeGo will host FTA Regional Administrator Yvette Taylor for a check presentation ceremony. FTA recently awarded WeGo a \$5 million competitive bus facilities grant toward the completion of the Center. Once details are finalized, the event information will be forwarded to the Board.
4. WeGo continues to speak to various candidates for Mayor and Council in anticipation of the runoff election in September. In addition, Mr. Bland has been preparing various transition documents that Mayor Cooper's office requested.

5. Mr. Bland said he was pleased to attend the Metro Council Rules and Nominations Committee and full Council meeting this month, where they took up the Mayor's Nomination of Aron Thompson to the Board. It was a pleasure meeting Aron; he looks forward to working with him.
6. After the successful FTA Triennial Review, Billy Higgins and other staff have been busy assembling the draft capital improvement plans for MTA and RTA. WeGo anticipates having this for the Board's consideration in September.
7. Mr. Bland said he was pleased to be selected to participate in the 2023-24 class of Leadership Tennessee. This program gathers leaders from all over the state to spend 2-day sessions in various locations around the state, hearing from local officials and discussing topics of statewide significance. The class is impressive, with several State Senators, 2 County Mayors, and various private sector leaders. Notably representing Nashville's public sector along with Mr. Bland are Dr. Battle from MNPS, Dr. White from MDHA, and Teresa Broyles-Aplin, the CEO of NES.
8. On the RTA side:
  - a. Hatch Consulting continued its work on the Star Future Vision Study. Public engagement has wrapped up the first phase, and various scenarios are currently being modeled.
  - b. WeGo continues to advance work on negotiations for a joint development project at the RTA's Donelson Station site with HG Hill and the Southeast Ventures development team. WeGo is working with its attorneys at Bradley and our Real Estate Advisors at Jones Long LaSalle to develop term sheets associated with negotiations while the developer advances other property acquisitions adjacent to the site. WeGo is also discussing a potential intersection realignment with this development team for a project across Donelson Pike, Metro Planning, and NDOT.
  - c. WeGo continues to advance land acquisition toward a permanent park-and-ride location in Murfreesboro, and this month, the development team met with Federal Transit Administration staff to discuss environmental review requirements associated with this project.
  - d. WeGo is working with Nashville SC to plan for a regional bus service connecting Murfreesboro and Antioch to several late-season soccer games and has worked out the service model, pickup and drop-off locations, and other related details. WeGo plans to operate this service for games on September 30, October 4, October 14, and October 21.

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

Board Chair Carr Williams welcomed Aron Thompson to the Board. She also acknowledged and thanked the following: Felix Castrodad for working to get a regional bus service connecting Murfreesboro and Antioch to several late-season soccer games; Billy Higgins for a great job in leading the Triennial review and an overall good report; and Board Member Jessica Dauphin for stepping up as Chair of the Operations & Finance Committee.

In conclusion, Board Chair Carr Williams said the Board had performed the CEO's yearly review, and as usual, his performance was exemplary. She reviewed his contract and, along with Board Secretary Margaret Behm, worked together to present the following action items:

- a. **Amendment of CEO's Employment Agreement (M-A-23-027):** Board Secretary Margaret Behm provided the following report:

The MTA Board of Directors and CEO Stephen G. Bland entered into a five-year employment agreement on August 25, 2014, and ending on August 25, 2019 ("Agreement"). On June 22, 2017, the Board authorized the Chair to sign Amendment #1 to the Agreement to award a \$15,000.00 bonus and annual increases to Mr. Bland's base salary of two and one-half percent (2.5%) each year, beginning July 1, 2018, and extend the term of Mr. Bland's Agreement to June 30, 2022. On October 22, 2020, the Board authorized the Chair to sign Amendment #2, which extended Mr. Bland's Agreement to December 31, 2025. The Agreement may be extended or amended at any time by mutual Agreement. In making this proposal, the Chair reviewed the salaries and tenures of comparable CEOs nationwide.

**Proposed Amendment of Agreement.** The Chair proposes that the Agreement be extended so that the term of the Agreement is extended through December 31, 2028. The Chair also proposes that effective July 1, 2023, Mr. Bland's base salary will increase by 5%, and his annual vacation days increase to 30 days. The Chair proposes that beginning July 1, 2024, Mr. Bland will receive an annual increase to his base salary of 3% unless the employees of the Metropolitan Government of Nashville & Davidson County receive a higher cost of living increase, and in that event, Mr. Bland shall receive the higher increase for that year. The Chair also proposes that sections 3.4 (Life Insurance) and 3.5 (Deferred Compensation) of the Agreement be deleted. The Chair further proposes that section 3.7 (Professional Memberships) be amended to provide for payments in the amount not to exceed \$3,500.00 instead of \$1,500.00. Additionally, due to Mr. Bland's work during the pandemic and outstanding evaluations, the Chair proposes that Mr. Bland receive a one-time bonus of \$10,000.00. Mr. Bland is agreeable to these proposed amendments to the Agreement.

The Chair requested approval and authorization from the Board to sign Amendment #3, which provides for the terms outlined in the above Proposed Amendment of Agreement.

Jessica Dauphin motioned to approve the Amendment of the CEO's Employment Agreement action item; Aron Thompson seconded the motion, and the Board unanimously approved this action item.

- XI. **Other Business:** There was no other business to come before this Board.
- XII. **Adjournment:** With no further business, Board Chair Carr Williams moved to adjourn the meeting, which adjourned at 4:15 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-23-028	Meeting Date:	9/28/2023
Item Title:	Monthly Financial Report Compared to Budget		

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## BACKGROUND:

Attached is a statement of operations for the month of July 2023 compared to the budget and a balance sheet as of July 31, 2023.

Since this is the first month of the new fiscal year, there are no significant anomalies to start the year, and only a few items need to be highlighted. Labor and Fringes reflects a favorable variance compared to budget primarily due to open budgeted positions for operators, maintenance, and several administrative positions. We anticipate those to continue to be filled throughout the year as we approach Fall service changes and gear up for Spring service changes later in the fiscal year. We have filled vacant mechanics positions with an influx of new employees in the latter part of August. As for the favorable variances in the other operating expense lines, they relate primarily to the timing of how we spread the budget between months during the fiscal year, which will begin to even out as we progress through the year.

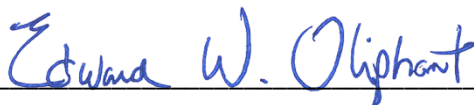
As of July 31, 2022, RTA owed Nashville MTA approximately \$231,000 for services provided to and from Rutherford County, as well as management fees and back office shared expenses related to the quick Ticket fare collection system due. MTA also had an account payable to RTA of approximately \$44,000 for fares collected, shared back-office expenses related to the Quick Ticket system, and WeGo Ride revenue sharing due.

## CURRENT STATUS:

Controller Shelly McElhaney will be available to answer questions at the meeting.

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## APPROVED:



Chief Financial Officer

9/28/2023

Date



**Metropolitan Transit Authority**  
**Statement of Operations Compared to Budget**  
For the Period Ending July 31, 2023  
**UNAUDITED**

	Actual Month	Month Budget	Month End Variance	F / U	Prior Year Y-T-D	Actual Y-T-D	Budget Y-T-D	Y-T-D Variance	F / U	Annual Budget
<b>Revenue from Operations:</b>										
Passenger Fares	\$666,724	\$636,120	\$30,604	F	\$518,449	\$666,724	\$636,120	\$30,604	F	\$6,885,000
WeGo Access	56,424	54,210	2,214	F	46,546	56,424	54,210	2,214	F	637,640
Contract Revenues	222,154	224,695	(2,541)	U	227,242	222,154	224,695	(2,541)	U	2,922,790
Advertising	42,887	23,620	19,267	F	56,248	42,887	23,620	19,267	F	300,000
Other Non-Trans Revenue	105,315	111,195	(5,880)	U	48,351	105,315	111,195	(5,880)	U	1,363,240
<b>Total Operating Revenue</b>	<b>1,093,504</b>	<b>1,049,840</b>	<b>43,664</b>	<b>F</b>	<b>896,836</b>	<b>1,093,504</b>	<b>1,049,840</b>	<b>43,664</b>	<b>F</b>	<b>12,108,670</b>
<b>Federal/State/Local Income:</b>										
Local Assistance	7,000,000	7,500,000	(500,000)	U	7,000,000	7,000,000	7,500,000	(500,000)	U	74,690,900
State Assistance	0	0	0	F	0	0	0	0	F	5,314,300
Federal Assistance - CARES Act	0	0	0	F	0	0	0	0	F	6,539,540
<b>Total Assistance Income</b>	<b>7,000,000</b>	<b>7,500,000</b>	<b>(500,000)</b>	<b>U</b>	<b>7,000,000</b>	<b>7,000,000</b>	<b>7,500,000</b>	<b>(500,000)</b>	<b>U</b>	<b>86,544,740</b>
<b>Capital Revenue:</b>										
American Rescue Operating Reimbursement	0	0	0	F	0	0	0	0	F	593,470
Capital Operating Reimbursement	0	0	0	F	0	0	0	0	F	18,631,290
Capital ADA Reimbursement	0	0	0	F	0	0	0	0	F	2,750,000
<b>Total Capital Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>	<b>21,974,760</b>
<b>Total Revenue</b>	<b>\$8,093,504</b>	<b>\$8,549,840</b>	<b>(\$456,336)</b>	<b>U</b>	<b>\$7,896,836</b>	<b>\$8,093,504</b>	<b>\$8,549,840</b>	<b>(\$456,336)</b>	<b>U</b>	<b>\$120,628,170</b>
<b>Expenses from Operations:</b>										
Labor and Fringes	\$6,303,210	\$6,606,590	\$303,380	F	\$6,007,030	\$6,303,210	\$6,606,590	\$303,380	F	\$85,804,050
Services	829,628	999,290	169,662	F	878,255	829,628	999,290	169,662	F	15,084,160
Fuel	451,584	607,660	156,076	F	538,445	451,584	607,660	156,076	F	7,686,320
Parts, Materials and Supplies	437,353	569,890	132,537	F	405,822	437,353	569,890	132,537	F	7,139,980
Utilities	92,100	102,410	10,310	F	105,104	92,100	102,410	10,310	F	1,531,870
Casualty and Liability	239,613	240,430	817	F	216,816	239,613	240,430	817	F	2,645,180
Other	26,448	61,398	34,950	F	25,778	26,448	61,398	34,950	F	736,610
<b>Total Operating Expenses</b>	<b>8,379,936</b>	<b>9,187,668</b>	<b>807,732</b>	<b>F</b>	<b>8,177,250</b>	<b>8,379,936</b>	<b>9,187,668</b>	<b>807,732</b>	<b>F</b>	<b>120,628,170</b>
<b>Operating Surplus / (Deficit)</b>	<b>(\$286,432)</b>	<b>(\$637,828)</b>	<b>\$351,396</b>	<b>F</b>	<b>(\$280,414)</b>	<b>(\$286,432)</b>	<b>(\$637,828)</b>	<b>\$351,396</b>	<b>F</b>	<b>\$0</b>
Capital Grant Revenue	0		0	F	83,458	0		0	F	
Capital Grant Revenue -CARES Act	0		0	F	0	0		0	F	
Rental income - MCC Amortization	49,167		49,167	F	49,167	49,167		49,167	F	
Gain/(Loss) on Sale of Property	0		0	F	0	0		0	F	
GASB 87 Lease Interest Expense	(20,506)		(20,506)	U	(20,295)	(20,506)			U	
Depreciation	(1,901,739)		(1,901,739)	U	(1,965,652)	(1,901,739)		(1,901,739)	U	0
<b>Surplus / (Deficit)</b>	<b>(\$2,159,510)</b>	<b>(\$637,828)</b>	<b>(\$1,521,682)</b>	<b>U</b>	<b>(\$2,133,736)</b>	<b>(\$2,159,510)</b>	<b>(\$637,828)</b>	<b>(\$1,501,176)</b>	<b>U</b>	<b>\$0</b>

# Metropolitan Transit Authority

## Comparative Balance Sheets

	<b>Month Ended July 31, 2023</b>	<b>Month Ended June 30, 2023</b>
	(unaudited)	(unaudited)
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$2,768,676	\$4,766,148
Receivables from federal, state and local government	7,193,859	9,433,271
Accounts receivable	800,073	810,751
Materials and supplies	3,688,457	3,670,350
Prepaid expense and other	2,928,609	1,093,689
Pension & OPEB Deferred Outflow	34,548,339	34,548,339
Total Current Assets	51,928,013	54,322,548
<b>PROPERTY AND EQUIPMENT</b>		
Land	14,733,025	14,733,025
Building, shelter and benches	121,284,665	121,284,665
Revenue equipment and parts	210,035,722	210,023,772
Office furniture and equipment	6,934,113	6,934,113
Other	9,253,654	9,487,646
	362,241,179	362,463,221
Less: Accumulated Depreciation	(197,230,294)	(195,334,438)
Total Property and equipment, net	165,010,885	167,128,783
<b>OTHER ASSETS</b>		
North Nashville Property (Lease)	7,063,765	7,063,765
Cash and investments for self-insurance and other	350,003	350,003
	7,413,768	7,413,768
<b>TOTAL ASSETS</b>	<b>\$224,352,666</b>	<b>\$228,865,099</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$2,004,953	\$4,859,920
Accrued expenses	8,168,058	7,183,437
Deferred revenue	408,044	290,683
Note Payable	6,463,500	7,000,000
Total Current Liabilities	17,044,555	19,334,040
<b>NON-CURRENT LIABILITIES</b>		
Deferred Revenue	5,558,274	5,607,441
North Nashville Lease Liability	7,049,599	7,049,599
Net Pension Liability	4,206,838	4,206,838
Pension & OPEB Deferred Inflows	24,580,424	24,580,424
Net other postemployment benefits obligations	79,108,586	79,108,586
<b>NET ASSETS</b>		
Invested in capital assets	152,989,111	154,521,342
Reserve for capital purchases	0	0
Unrestricted	(64,025,211)	(81,805,035)
Current Year Surplus / (deficit)	(2,159,510)	16,261,864
Total Net Assets	86,804,390	88,978,171
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$224,352,666</b>	<b>\$228,865,099</b>

	Current	> 30 days	> 60 Days	> 90 days	Total
Accounts Receivable	\$656,032	\$35,549	\$47,935	\$60,557	\$800,073
	82.0%	4.4%	6.0%	7.6%	100.0%
Accounts Payable	\$1,948,543	\$22,564	\$23,107	\$10,739	\$2,004,953
	97.2%	1.1%	1.2%	0.5%	100.0%

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item     Committee Discussion Item     Committee Action Item     Board Discussion Item

Item Number:	M-I-23-029	Meeting Date:	9/28/2023
Item Title:	Monthly Operating Statistics		

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## BACKGROUND:

Attached are monthly operating statistics through July 2023.

WeGo has some very positive news on the staffing front, specifically with regard to bus mechanics. Though this month's report still shows us down nearly 20%, we recently onboarded almost a dozen new mechanics. Many of these individuals held previous similar positions at Yellow Freight and bring with them years of experience and valuable skills. Rather than going through our full multi-year apprenticeship program, these new employees receive targeted training that explicitly addresses the differences between working on over-the-road trucks and transit buses. This allows us to leverage their existing skills to get them onto the shop floor repairing vehicles much sooner than is possible with other new hires.

However, July brought some challenges, with several significant special events and street closures affecting service. Most notably, the closure of the Broadway bridge between downtown and midtown over the CSX railway has significantly impacted routes such as the 3 - West End and 7 - Hillsboro. This closure also affected August's on-time performance, to be reported next month.

In addition to affecting measured bus reliability, these events and closures have also had an apparent impact on complaint volumes. On-time performance-related bus complaints increased from just 6 in July of 2022 to 31 this year, and pass-ups (including customers missed due to detours) increased from 33 to 54. As this report was drafted, the Broadway bridge closure was scheduled to end by Saturday, September 9<sup>th</sup>.

## CURRENT STATUS:

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

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## APPROVED:



Chief Operating Officer

9/28/2023

Date

# Operations Dashboard Report

	July 2023	July 2022	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	635,051	579,177	9.6%		
Access Ridership	29,702	27,107	9.6%		
Total Ridership	664,753	606,284	9.6%	700,000	▲
Percentage of Pre-Pandemic Ridership	87.9%	80.2%	7.7%	85.0%	●
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	15.09	13.95	8.2%	16.00	▲
Access Passengers per Revenue Hour	1.62	1.71	-5.3%	1.75	▲
Cost Per Scheduled Revenue Hour	\$146.91	\$149.30	-1.6%	\$141.46	◆
<b>Safety</b>					
Total Collisions per 100,000 miles	5.9	3.5	66.3%	4.8	◆
Preventable Collisions per 100,000 miles	2.9	1.2	143.4%	1.6	◆
<b>Service Quality</b>					
Bus Trip Completion	99.84%	99.89%	-0.05%	99.75%	●
Bus On-Time Performance	82.4%	88.0%	-5.7%	85.0%	▲
Access On-Time Performance	94.3%	93.6%	0.7%	92.0%	●
<b>Maintenance</b>					
Bus Miles Between Road Calls	8,644	4,590	88.3%	6,000	●
Access Miles Between Road Calls	13,555	14,761	-8.2%	18,000	◆
<b>Customer Care</b>					
Bus Passengers per Complaint	3,489	6,435	-45.8%	4,000	◆
Access Passengers per Complaint	334	348	-4.0%	400	◆
Percent of Calls Answered	93.9%	93.2%	0.7%	95.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	97.4%	91.8%	5.6%	95.0%	●
% of Maintenance Positions Filled	81.8%	78.7%	3.1%	95.0%	◆
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	19.4%	17.2%	2.3%	18.0%	●
% of Boardings at Covered Stops (Including Central)	72.4%	71.5%	0.9%	73.0%	▲

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

# Operations Dashboard Report

	FY2024 July 2023	FY2023 July 2022	Pct. Change	Goal	Indicator
<b>Ridership</b>					
Bus Ridership	635,051	579,177	9.6%		
Access Ridership	29,702	27,107	9.6%		
Total Ridership	664,753	606,284	9.6%	700,000	▲
Percentage of Pre-Pandemic Ridership	87.9%	80.2%	7.7%	85.0%	●
<b>Productivity &amp; Efficiency</b>					
Bus Passengers per Revenue Hour	15.09	13.95	8.2%	16.00	▲
Access Passengers per Revenue Hour	1.62	1.71	-5.3%	1.75	▲
Cost Per Scheduled Revenue Hour	\$146.91	\$149.30	-1.6%	\$141.46	◆
<b>Safety</b>					
Total Collisions per 100,000 miles	5.9	3.5	66.3%	4.8	◆
Preventable Collisions per 100,000 miles	2.9	1.2	143.4%	1.6	◆
<b>Service Quality</b>					
Bus Trip Completion	99.84%	99.89%	-0.05%	99.75%	●
Bus On-Time Performance	82.4%	88.0%	-5.7%	85.0%	▲
Access On-Time Performance	94.3%	93.6%	0.7%	92.0%	●
<b>Maintenance</b>					
Bus Miles Between Road Calls	8,644	4,590	88.3%	6,000	●
Access Miles Between Road Calls	13,555	14,761	-8.2%	18,000	◆
<b>Customer Care</b>					
Bus Passengers per Complaint	3,489	6,435	-45.8%	4,000	◆
Access Passengers per Complaint	334	348	-4.0%	400	◆
Percent of Calls Answered	93.9%	93.2%	0.7%	95.0%	▲
<b>Staffing</b>					
% of Operator Positions Filled	97.4%	91.8%	5.6%	95.0%	●
% of Maintenance Positions Filled	81.8%	78.7%	3.1%	95.0%	◆
<b>Customer Amenities</b>					
% of Stops with Shelters (including Central)	19.4%	17.2%	2.3%	18.0%	●
% of Boarding at Covered Stops (including Central)	72.4%	71.5%	0.9%	73.0%	▲

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

## Operations Dashboard Glossary

Metric	Definition
<b>Ridership</b>	
Bus	Total fixed route passenger boardings on all WeGo operated services
Access	Total paratransit boardings (WeGo vehicles and third-party service providers, and Access-on-Demand ridership)
Total	Total Bus & Access ridership combined
Percentage of Pre-Pandemic Ridership	Total ridership for the current period divided by total ridership for the same period in Fiscal Year 2019
<b>Productivity &amp; Efficiency</b>	
Bus Passengers per Revenue Hour	Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public
Access Passengers per Revenue Hour	Total 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: 9/28/2023

Item #: M-I-23-030

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**Project Name: Parking Garage Management Services**

- **Brief Description:** Parking garage management services for Central/ revenue contract.
- **Anticipated Publish Date:** October 2023
- **Estimated Project Value:** TBD

**Project Name: Pre & Post Vehicle Inspection Services**

- **Brief Description:** Pre and post-award audit services to ensure purchased rolling stock complies with the Buy America requirements.
- **Anticipated Publish Date:** October 2023
- **Estimated Project Value:** TBD

**Project Name: Express Bus Services (RTA)**

- **Brief Description:** Contract to provide express transportation services within the RTA 10-county region.
- **Anticipated Publish Date:** January 2024
- **Estimated Project Value:** TBD

**Project Name: Sidewalk/bus Platform Contractor**

- **Brief Description:** Contract to provide an on-call sidewalk/bus platform contractor to build sidewalks for the transit improvement project and State of Good Repair transit improvement projects.
- **Anticipated Publish Date:** January 2024
- **Estimated Project 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

9/28/2023

Date



# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-23-028	Meeting Date:	9/28/2023
Item Title:	Resolution for FY2024 Annual Grant Applications		

### BACKGROUND:

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

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

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

#### 5307 Urbanized Area Formula Funds

When the apportionment is made available, Nashville MTA is eligible to use 5307 Urbanized Area Formula Funds, along with the 10% State and 10% Local match. The FY2023 apportionment for the region, combined with the State and Local match, is \$38,960,795 (total).

#### 5339 Bus and Bus Facilities Formula Funds

Nashville MTA is eligible to use 5339 Bus and Bus Facilities Formula Funds. The FY2023 apportionment for the Nashville Urbanized Area, combined with State and Local match, is \$1,459,204 (80% Federal/10% State/10% Local).

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

Nashville MTA is eligible to receive EMSID funds for projects that will enhance mobility for seniors and persons with disabilities beyond traditional services that are part of a locally developed and coordinated public transit human services transportation plan. At least 55% of the program funds must be used on capital projects and requires a 20% State/Local match; operating assistance requires a 50% Local match. The FY2023 Federal apportionment is \$1,242,794 (Federal amount).

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

#### Operating Assistance

Nashville MTA is eligible for State operating assistance from TDOT. The amount for FY2024 is \$5,340,300.

#### Match Assistance

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

#### IMPROVE Act Assistance

Nashville MTA can request up to \$5 million annually (requires a 20% match) per individual capital project that supports public transportation services. In FY 2023 MTA was awarded \$5,000,000 for the Southeast Transit Center, \$1,800,000 for the replacement of real-time bay signs at the Elizabeth Duff Transit Center, and \$1,200,000 for four stop improvements on/near High Injury Network roadways.

**RECOMMENDATION:**

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

We are asking the Board to:

- Adopt the attached resolution;
- Authorize the application for 5307, 5339, and 5310 funding and State/local match;
- Authorize the submittal of the application for State Operating Assistance; and,
- Authorize the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during FY2024 for the benefit of the Nashville MTA.

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**APPROVED:**

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*Board Secretary*

**9/28/2023**

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*Date*

**RESOLUTION # M-A-23-028**

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

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

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

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

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

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

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

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

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

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

**ATTEST:**

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

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-23-029	Meeting Date:	9/28/2023
Item Title:	MTA Legal Services		

### BACKGROUND:

The Agency and the Board rely on outside counsel for legal guidance and counsel and Board Secretary services. Legal services are engaged for five-year terms, enabling the Agency and Board to assess and tailor the scope of services as needs change. The current legal services contracts with Dodson Parker Behm and Capparella (Dodson Parker) and Bradley Arant Boult Cummings (Bradley) were awarded in 2018.

A Joint MTA – Davidson Transit Organization Request (DTO) for Proposals for Legal Services was issued on July 6, 2023. The solicitation was advertised on the agency, *Transit Talent*, and B2G websites and emailed directly to all firms that had expressed interest or proposed previous legal services solicitations. Proposers could propose for MTA Board Secretary, MTA General Counsel, DTO General Counsel, or any combination of services. Dodson Parker and Bradley submitted two proposals for MTA Board Secretary and MTA General Counsel services on August 6, 2023. (Three proposals were also received for DTO General Counsel services).

After review of the proposals, the evaluation committee recommends awarding Board Secretary services to Dodson Parker. As Board Secretary, Dodson Parker will have the following responsibilities:

- Attend monthly meetings of the Board of Directors;
- Provide legal advice on the conduct of the meetings, including the interpretation of applicable Open Meetings laws and other issues that could affect the conduct of the meeting; and,
- Attend monthly committee meetings as needed.

The evaluation committee recommends awarding MTA General Counsel Services to Dodson Parker. The services will include but not be limited to:

- Review, draft, and negotiate contracts, leases, and other legal documents;
- Advise on government grant and contract issues;
- Advise on corporate and tax-exempt organization legal issues;
- Advise on trademark and copyright issues;
- Advise on responses to subpoenas, court orders, and requests for information from third parties;
- Attend Board of Directors and committee meetings as necessary;
- Conduct litigation as necessary; and,
- Other legal services as needed.

In addition, the evaluation committee recommends a contract award to Bradley for legal services that may include but not be limited to:

- Advising on laws and regulations that pertain to real property, including but not limited

to commercial and residential property development projects, real estate financing and leasing, Real Estate Investment Trusts, land sales, title issues, and searches, escrow arrangements, property management, rights of way, eminent domain, easements, and lease disputes;

- Negotiating and drafting contracts regarding real estate transactions; and,
- Other legal services as needed.

**RECOMMENDATION:**

Staff requests the Board to provide the Chief Executive Officer the authority to enter the following contracts, each with a five-year duration:

- Board Secretary and MTA General Counsel to Services Dodson Parker Behm and Capparella in an amount not to exceed \$500,000 over the 5-year contract period.
- Legal Services to Bradley Arant Boult Cummings in an amount not to exceed \$450,000 over the 5-year contract period.

Funding for these services will be incorporated into annual operating budgets and capital budgets as required.

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**APPROVED:**

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*Board Secretary*

**9/28/2023**

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*Date*

# Nashville Metropolitan Transit Authority

*of Nashville & Davidson County, Tennessee*

## Board Action Item

Item Number:	M-A-23-030	Meeting Date:	9/28/2023
Item Title:	MTA Third-Party Administrator Services		

### BACKGROUND:

MTA relies on third-party administrators (TPA) to manage all claims associated with any auto accident and liability claims. The TPA works in conjunction with our insurance carriers in the disposition of any third-party claims. The current contract with Brentwood Services is due to expire on November 1, 2023.

In anticipation of the expiring contract, a Joint MTA DTO Request for Proposals was issued on May 5, 2023. Firms could propose to provide DTO Workers Comp TPA services, MTA Third Party and Liability Claims TPA service, or both. Six proposals for MTA Claims Administration Services were received on June 2, 2023, from:

- 1<sup>st</sup> Source Adjuster School
- Brentwood Services Administrators (incumbent TPA)
- Central Adjustment Company (CAC)
- Charles Taylor
- Davies
- PMA Management Group

The evaluation criteria included using a 100-point total score scale, services provided, team and key personnel qualifications and experience, compliance with contract terms, and cost. The cost proposals ranged from \$425,000 to \$4,705,000. After reviewing the written proposals, the Evaluation Committee invited the two top-ranked proposers, Brentwood Services and Charles Taylor, for interviews and presentations and requested test logins to practice using each firm's claims tracking and management reporting system. The Evaluation Committee determined that the Charles Taylor claimant contact app and management reports would assist MTA in improving the claims administration process and reduce delays in resolving claims. Charles Taylor currently provides TPA services to Nashville Electric Service, the Transit Authority for River City, KY, Pace Suburban Bus in Chicago, and other transit agencies. Charles Taylor was also awarded the contract to provide workers comp TPA services for Davidson Transit Organization.

Charles Taylor's initial price for TPA accident and liability services was \$622,900. After discussion, Charles Taylor submitted a Best and Final Offer of \$610,500 above the estimate of \$522,533, which was based on the existing contract fee structure that did not reflect increased costs in claims processing. The Evaluation Committee unanimously ranked Charles Taylor as the top-ranked proposer based on the firm's experience, project approach, staffing plan, and claimant contact and management reporting systems.

### RECOMMENDATION:

Staff requests the Board to authorize the Chief Executive Officer to enter into a contract with Charles Taylor in the amount of \$610,500.00 to provide Third Party Administrator services for accident and third-party liability claims with a duration of three years plus two additional one-year extension options for a total contract term of five years.

Staff also requests a contingency in the amount of \$61,000 to be used solely at the Agency's discretion if additional reporting and claims administration services are required. The total project budget of \$671,500 will be funded through annual operating funds over the five years.

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**APPROVED:**

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*Board Secretary*

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**9/28/2023**

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-23-031	Meeting Date:	9/28/2023
Item Title:	Nestor Facility Eastside Sewer Line Contract Amendment		

### BACKGROUND:

The Nestor Eastside Sewer Project is part of the emergency procurement to address the failing 48” Sanitary Sewer line that diagonally traverses the Nestor Property. L & G Construction was awarded the project for a base bid of \$275,910.00, including 184 feet of 8-inch pipe and three manholes.

While constructing the Nestor Eastside Sewer, an opportunity presented itself to further future-proof the abandonment and future-ready an upcoming project. A pipe extension of 121 feet to bypass the Underground Storage Tanks proved more cost-effective, saving additional design efforts, construction and mobilization, time, Permit Fees, and preserving construction-related costs regarding the Underground Storage Tank removal (future-ready) and the abandonment of the 48” Sewer line (future-proofed).

As mentioned, the original contract value is \$275,910.00 for 184 feet of pipe installation, with a contingency amount of \$59,090.00 for a total contract value of \$335,000.00.

The change order entails an additional 121 feet of pipe installation at \$658.81 per ft. and 130.67 tons of additional paving at \$150 per ton for additional trenching and final pavement extents for a total Change Order request value of \$93,941.51. The unit prices for pipe and asphalt are consistent with the initial bid.

The total change order request of \$93,941.51 minus the contingency amount of \$59,090.00 leaves a remaining balance of \$34,851.51.

Contract Line Items	Units	Cost	Totals
Contract			\$275,910.00
Contingency			\$59,090.00
Original Project Budget			\$335,000.00
Change Order Request			
Additional Pipe	121	\$658.81	\$79,716.01
Additional Paving	130.67	\$150.00	\$19,600.50
			\$99,316.51
Deduct Additional Engineering			\$5,375.00
			\$93,941.51
Contingency			\$59,090.00
Change Order			\$93,941.51
Difference			-\$34,851.51
Original Project Budget			\$335,000.00
Requested Increase			\$35,000.00
Total Project Budget			\$370,000.00



**RECOMMENDATION:**

Staff requests the Board to approve an increase of \$35,000.00 for the cost of additional sewer lines and pavement for the Nestor Facility Eastside Sewer Line Contract, resulting in a total contract value of \$370,000. Funds utilized for this project are a federal 5339 formula, with 10% state and 10% local match.

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**APPROVED:**

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*Board Secretary*

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**9/28/2023**

*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-23-032	Meeting Date:	9/28/2023
Item Title:	System Security Assessment Contract		

### BACKGROUND:

The System Security Assessment is a comprehensive review of the agency's security procedures, operations, communication, and technology to develop and implement a comprehensive plan to improve and enhance the customer and employee experience, and foster coordination with supportive service agencies that can provide appropriate assistance to customers in need. The assessment will benchmark the agency's current security against peer agencies, identify best practices in public transit security operations, training, staffing, technology, location and physical for stops, and facilities, and effective techniques used by transit agencies in addressing societal issues that may impact the perception of system security such as chronic homelessness, substance abuse and mental health issues.

In 2022 the Agency issued a Request for Information asking firms to suggest strategies for a comprehensive assessment. The responses were used to develop the scope for the Request for Proposals for the System Security Assessment that was issued on March 8, 2023. Seven proposals, with costs ranging from \$533,517 to \$1,096,983, were received on the April 19, 2023, due date:

- Faith Group
- Guidepost Solutions
- Hatch
- IKJ Enterprises
- iParametrics
- Marine Tiger Technologies
- True North Consulting Group

Proposal evaluation criteria included project approach, proposing team and key personnel qualifications and experience, schedule, and cost, with emphasis on proposers' past experience with security assessments for bus-oriented transit systems, a supportive services engagement strategy, and a project schedule demonstrating the ability to complete the assessment and deliver final recommendations within 12 months. The solicitation included a 15% DBE participation goal, which was met or exceeded by all proposers.

Following the preliminary evaluation and ranking, the Evaluation Committee determined to interview and obtain proposal clarifications from the four highest-rated proposals: IKJ Enterprises, iParametrics, Marine Tiger Technologies (Marine Tiger), and True North Consulting Group. Marine Tiger received the highest technical ranking in the final evaluation. Marine Tiger has performed similar work for New Jersey Transit, the Dallas Area Rapid Transit Authority, SEPTA in Philadelphia, and the Chicago Transit Authority. Subconsultants to Marine Tiger include specialty security consultant Jensen Hughes, who has done previous work with MNP, and Pivot Strategies, who worked with SEPTA in developing and implementing a supportive services engagement strategy to improve coordination between Philadelphia's transit and social services providers.

Marine Tiger's initial cost proposal was \$643,827. Following contract negotiations, Marine Tiger reduced the overall price to \$614,567.38, 7% above the project's \$575,000 estimate, by reducing various hourly rates while allocating additional hours and increasing the budget for public engagement and community outreach as requested by the Evaluation Committee. Marine Tiger is a woman-owned certified DBE firm and is self-performing 48% of the project.

**RECOMMENDATION:**

Staff requests the Board to provide the Chief Executive Officer the authority to enter into a contract with Marine Tiger Technologies in the amount of \$614,567.38 and a duration of 24 months with a milestone for final recommendations at 12 months. Staff also requests a contingency in the amount of \$61,456.74 to be used solely at the agency's discretion to assist in the implementation of final recommendations for a total project budget of \$676,024.12. This project was part of the FY 2023 Capital Plan and will utilize Federal 5307 formula funding with 10% State and 10% local match.

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**APPROVED:**

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*Board Secretary*

**9/28/2023**

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*Date*

# Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

## Board Action Item

Item Number:	M-A-23-033	Meeting Date:	9/28/2023
Item Title:	Adoption of the FY2024-2028 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 needs that guide the Authority's future project development activity. Generally, projects identified in the plan's first year 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 FY2024-2028. Investments totaling approximately \$96 million are recommended in Year One (FY2024) of the plan, with a total project investment recommendation of \$321.2 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 entire five years while being relatively conservative in estimating future resources.

### RECOMMENDATION:

Staff requests the Board to adopt the attached FY2024-2028 Capital Investment Plan formally.

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### APPROVED:

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

9/28/2023

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

## **FY 2024-2028 MTA Proposed Capital Investment Plan**

**September 28, 2023**

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 nMotion 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 MTA 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 capital plan provides planned projects for a five-year horizon – FY2024 through FY2028. Projects listed for FY2024 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 FY2024 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 FY2024 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, 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), and Franklin Transit. 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 that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources.

At this time, Nashville MTA can reasonably predict that annually it will receive approximately \$25 million total for Capital needs in 5307 funds including state/local match annually. Nashville MTA typically transfers approximately between \$17 and \$20 million to the operations budget for preventative maintenance and Americans with Disabilities Act (ADA) service costs, though the specific amount for this transfer is 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 Franklin Transit. As with 5307 funding, these are typically 80% funds, meaning that 80% of the funding shown is federal money while 10% of the money comes from the state and 10% comes from local sources.

At this time, the region can reasonably predict that annually it will receive approximately \$1.5 million 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 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 & Rides, and other projects that would result in a reduction of vehicle congestion and an associated improvement of local or regional air quality.

MTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding source. However, MTA does review shovel ready projects in its capital budget to submit CMAQ applications each year as eligible. 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 will be available to the region through the IIJA. Two of the new programs align with potential transit projects: 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, and 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.

Nashville MTA does not have a current strategy for requesting these funds and cannot reasonably include this as an ongoing and stable funding 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 Central, and the North Nashville and Antioch Transit Centers.

### **6. State Grant Match**

Nashville MTA relies on state funding to provide matches to federal funds, typically in the amount of 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 matches to 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. In order 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, Metro’s FY2023 CSP included \$24.9 million for different MTA needs including replacement buses, stop and shelter improvements, and neighborhood transit center development. 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.

## **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 FY2023 in this category include software for processing and analyzing boarding data from Automated Passenger Counters (APC) used for reporting to the National Transit Database (NTD), a requirement from the Federal Transit Administration for transit agencies receiving federal funding, security improvements, 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 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; infrastructure rehabilitation, replacement, and repair; and routine replacement of information technology (IT) assets.

### **4. Business Improvements**

In order to provide increase staff efficiency and improve business processes, Nashville MTA will review and upgrade or implement strategic process improvements to streamline business efforts and increase 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;
- B-Cycle bike sharing stations at neighborhood transit centers
- 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 FY2024 through FY2028. In addition to recurring sources, Nashville MTA has access to carryover funds from prior project years. These funds generally become available through reprogramming of project funds for projects that could not be completed, projects coming in under budget, etc. Nashville MTA will carry approximately \$42.1 million of total funding into FY2024 capital projects.

Nashville MTA has approximately \$45.4 million in project capital needs for FY2024 and known funding committed in the amount of \$93.4 million with another \$42.1 million of 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. Nashville MTA is assuming 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 projects funding we can reasonably expect to receive over the five years of this plan:

Funding Source	Prior Year Balances	Revenues FY2024	Revenues FY2025	Revenues FY2026	Revenues FY2027	Revenues FY2028	Total Available
<b>Prior Year Carryover</b>	\$ -	\$ 42,122,404	\$ 39,516,429	\$ (4,177,688)	\$ (4,828,818)	\$ 24,059,770	
Section 5307 - Urbanized Area Formula	\$ 37,012,288	\$ 25,079,809	\$ 25,558,282	\$ 26,325,030	\$ 27,114,781	\$ 27,928,224	\$ 169,018,413
Section 5339 - Bus and Bus Facilities Formula	\$ 5,669,370	\$ 1,459,667	\$ 1,499,204	\$ 1,544,180	\$ 1,590,506	\$ 1,638,221	\$ 13,401,148
CRRSAA	\$ 873,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 873,800
Section 5339 - Bus and Bus Facilities Discretionary	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Congestion Mitigation/Air Quality	\$ -	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000
Surface Transportation Block Grant	\$ 1,751,002	\$ 4,000,000	\$ 2,435,000	\$ 2,885,000	\$ 3,355,000	\$ -	\$ 14,426,002
Improve Act	\$ 1,169,621	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 41,169,621
Metro Local Capital Spending Plan	\$ 28,028,105	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 203,028,105
State Formula Match	\$ 5,335,207	\$ 3,317,435	\$ 3,382,186	\$ 3,483,651	\$ 3,588,161	\$ 3,695,806	\$ 22,802,445
Metro Grant Match	\$ 7,694,533	\$ 8,367,435	\$ 5,990,936	\$ 6,204,901	\$ 6,426,911	\$ 5,695,806	\$ 40,380,521
<b>Total</b>	<b>\$ 87,533,927</b>	<b>\$ 135,546,749</b>	<b>\$ 121,382,036</b>	<b>\$ 79,265,075</b>	<b>\$ 80,246,540</b>	<b>\$ 106,017,826</b>	<b>\$ 513,300,056</b>
<b>Less Funds Committed to Previously Committed Projects Under</b>	<b>\$ 45,411,523</b>	<b>\$ 96,030,320</b>	<b>\$ 125,559,724</b>	<b>\$ 84,093,893</b>	<b>\$ 56,186,770</b>	<b>\$ 54,393,932</b>	<b>\$ 461,676,162</b>
<b>Funds Available for Ensuing Year</b>	<b>\$ 42,122,404</b>	<b>\$ 39,516,429</b>	<b>\$ (4,177,688)</b>	<b>\$ (4,828,818)</b>	<b>\$ 24,059,770</b>	<b>\$ 51,623,894</b>	

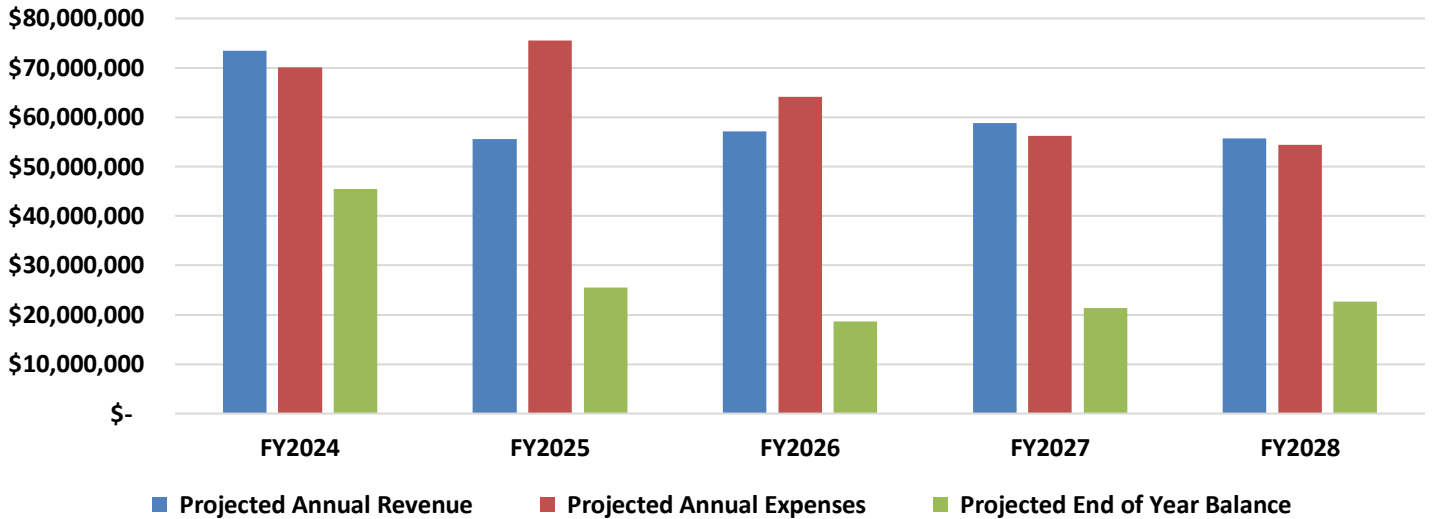
These projections assume no funds under the CMAQ program, which is a competitive discretionary program. However, 100% Metro Capital funds including grant matches, approximately equaling \$35 million per year, are assumed for FY24 and beyond as part of Metro’s Capital Spending Plan process. This contribution would allow WeGo to continue to address State of Good Repair projects, stop and shelter improvements, and conceptual planning for future transit centers. However, this level of Metro funding would not provide necessary funding to deliver the high-capacity transit corridor projects, such as Murfreesboro Pike Bus Rapid Transit, referenced in the Metro Nashville Transportation Plan.

Because local funding for capital projects is highly unpredictable, this section bears emphasis. 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, we will need to see an average annual commitment of \$35 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 depleted and a robust annual capital allocation from Metro will be even more crucial.

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.

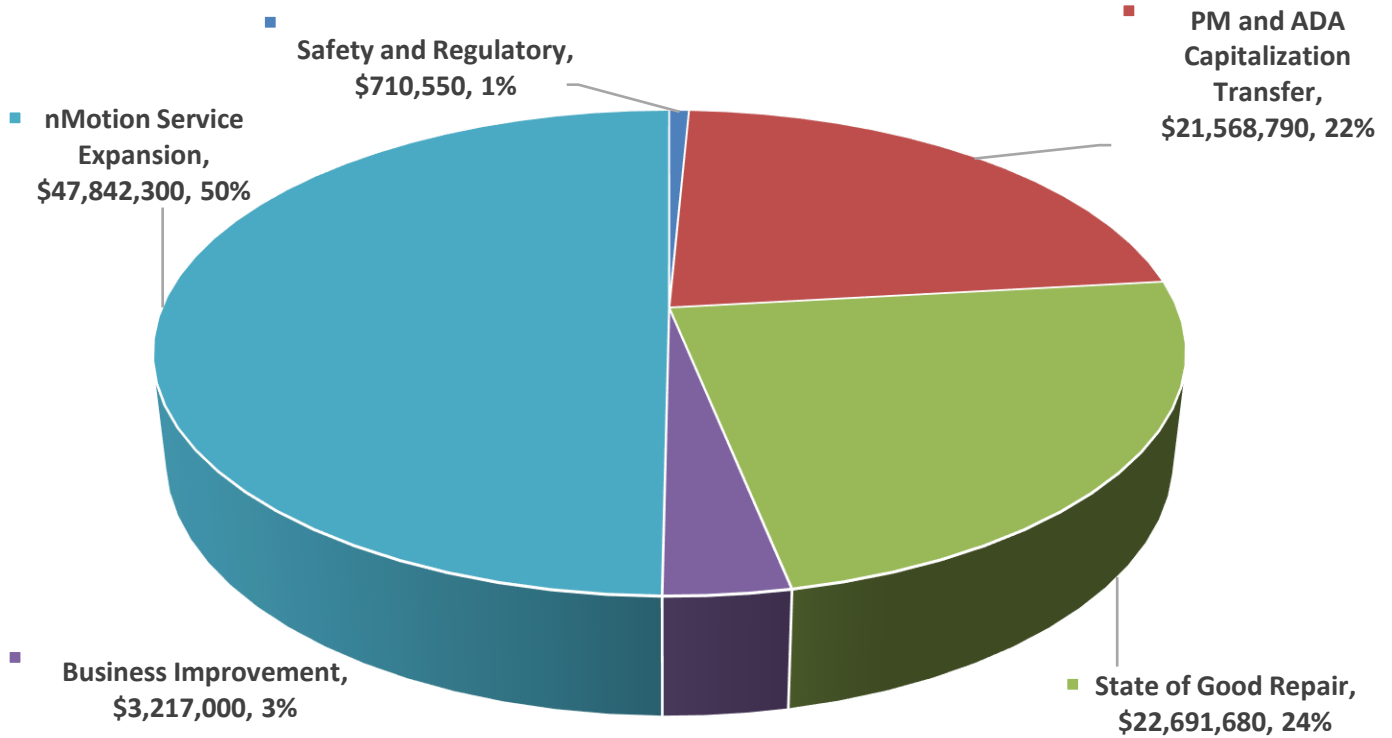
From the chart below, you will note that at the end of the plan there is a positive fund balance of \$51.6 million to roll toward the FY29 capital plan. This value includes the above-outlined assumptions, namely \$175 million in 100% Metro funds over the life of the plan. In the event program funding does fall short, first-priority will need to go to Safety and Regulatory Projects and State of Good Repair Projects.

## FY2024-2028 Annual Capital Funding Projections

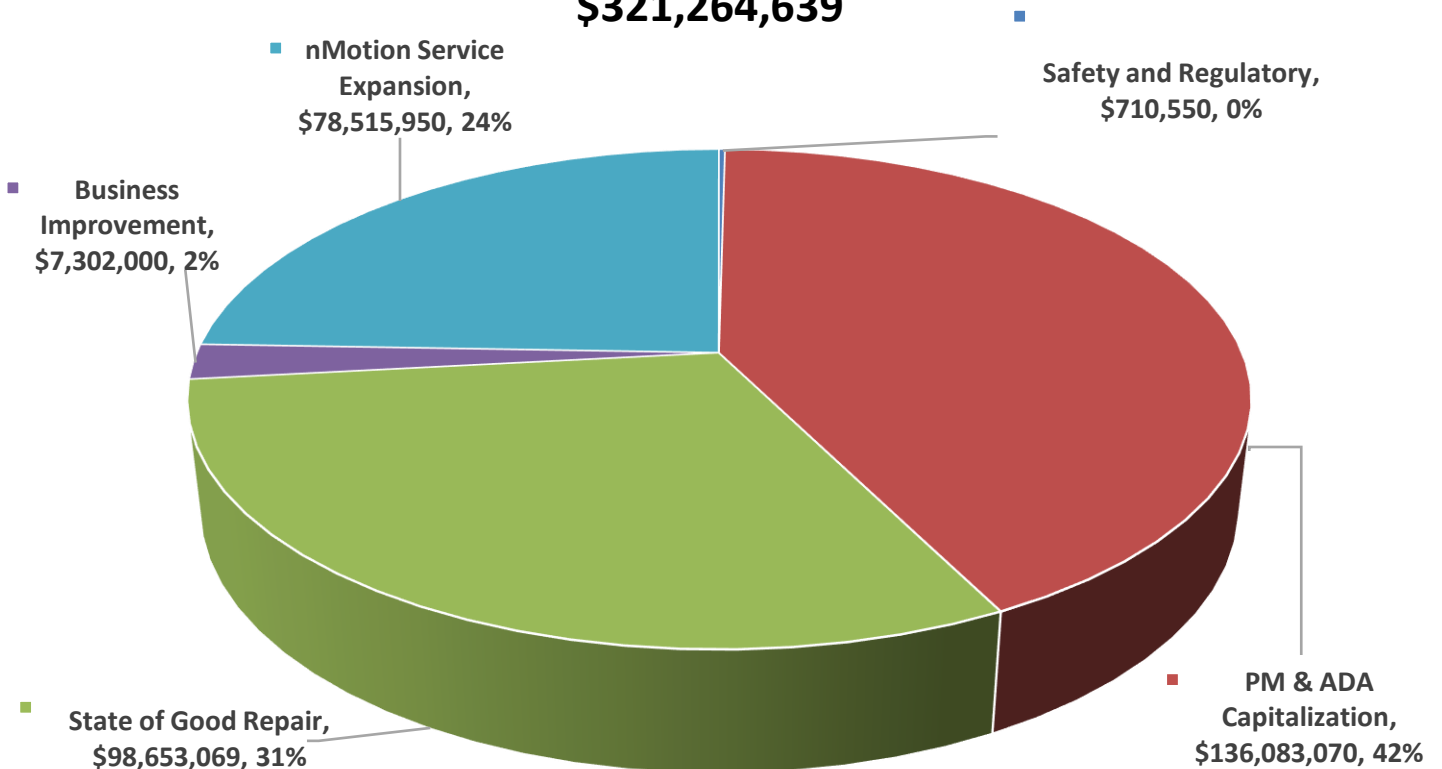


The next two charts provide an overview of recommended project funding. The first chart illustrates the recommended distribution among major funding categories in FY2024, and the second illustrates the recommended distribution among major funding categories for the five-year span of the plan – FY2024 through FY2028.

## FY2024 MTA Proposed Project List \$96,030,320



## FY2024-2028 MTA Proposed Project List \$321,264,639



## D. Project Plan Budget

The recommended project plan detailed budget tables follow:

Project Requests	FY2024	FY2025	FY2026	FY2027	FY2028	Total
<b>1 - Safety and Regulatory Projects</b>						
A. Nestor Security Improvements	\$ 393,000	\$ -	\$ -	\$ -	\$ -	\$ 393,000
B. Bus Stop Lighting Solution	\$ 317,550	\$ -	\$ -	\$ -	\$ -	\$ 317,550
		\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Safety and Regulatory -</b>	<b>\$ 710,550</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 710,550</b>
<b>2 - Preventive Maintenance and ADA Capitalization Transfer</b>						
A. Annual Operating Budget Capitalized to Offset Expenditures	\$ 21,381,290	\$ 23,175,480	\$ 29,303,120	\$ 30,189,990	\$ 31,095,690	\$ 135,145,570
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>\$ 21,568,790</b>	<b>\$ 23,362,980</b>	<b>\$ 29,490,620</b>	<b>\$ 30,377,490</b>	<b>\$ 31,283,190</b>	<b>\$ 136,083,070</b>
<b>3 - State of Good Repair Projects</b>						
<u>Rolling Stock (Revenue Vehicles)</u>						
A. 12-Year Heavy Duty Bus Replacement - Fixed Route	\$ 10,704,000	\$ 8,340,000	\$ 13,144,000	\$ 10,670,000	\$ 7,156,000	\$ 50,014,000
B. 5-Year Body-on-Chassis Bus Replacement	\$ 3,546,000	\$ 3,535,000	\$ 3,705,000	\$ 3,895,000	\$ 4,094,000	\$ 18,775,000
<b>Total Revenue Vehicle Replacement -</b>	<b>\$ 14,250,000</b>	<b>\$ 11,875,000</b>	<b>\$ 16,849,000</b>	<b>\$ 14,565,000</b>	<b>\$ 11,250,000</b>	<b>\$ 68,789,000</b>
<u>Equipment</u>						
C. Non-Revenue Vehicle Replacement	\$ 262,000	\$ 517,000	\$ 517,000	\$ 517,000	\$ 175,216	\$ 949,216
D. Information Technology Routine Hardware, Software & Office Equipment Replacement	\$ 550,000	\$ 605,000	\$ 665,000	\$ 732,050	\$ 805,255	\$ 3,357,305
E. Replace Electric Bay, Waiting Area and Lobby Signage	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
F. OnBoard & OnStreet IT Equipment Replacement	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
G. Shop Equipment Replacement	\$ 300,000	\$ 300,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,050,000
<b>Total Equipment -</b>	<b>\$ 3,712,000</b>	<b>\$ 1,177,000</b>	<b>\$ 1,085,000</b>	<b>\$ 1,152,050</b>	<b>\$ 1,230,471</b>	<b>\$ 8,356,521</b>
<u>Facilities</u>						
H. Facility Maintenance & Capital Replacement	\$ 1,960,000	\$ 3,485,000	\$ 2,370,000	\$ 1,400,000	\$ 1,900,000	\$ 11,115,000
I. Nestor Facility Phased Maintenance Facility and Site Rehabilitation/Upgrade Projects	\$ 1,790,000	\$ 2,875,000	\$ 675,000	\$ 675,000	\$ 750,000	\$ 6,765,000
J. Myatt Improvements- Covered area for CDL testing & Design for Shop Restroom Expansion	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000
K. Bus Stop Amenities Replacement	\$ 864,680	\$ 781,744	\$ 273,623	\$ 802,230	\$ 790,271	\$ 3,512,548
<b>Total Facilities -</b>	<b>\$ 4,729,680</b>	<b>\$ 7,141,744</b>	<b>\$ 3,318,623</b>	<b>\$ 2,877,230</b>	<b>\$ 3,440,271</b>	<b>\$ 21,507,548</b>
<b>Total State of Good Repair</b>	<b>\$ 22,691,680</b>	<b>\$ 20,193,744</b>	<b>\$ 21,252,623</b>	<b>\$ 18,594,280</b>	<b>\$ 15,920,742</b>	<b>\$ 98,653,069</b>
<b>4 - Business Improvement</b>						
A. Paratransit Dispatching/Scheduling Software Upgrade	\$ 150,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,150,000
B. Enterprise Asset Management (EAM) System	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
C. Project Management Software	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 500,000
D. Apprentice / Maintenance Training Program	\$ 252,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 125,000	\$ 827,000
E. Employee Information/Engagement Portal	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 325,000
<b>Total Business Improvement -</b>	<b>\$ 3,217,000</b>	<b>\$ 3,465,000</b>	<b>\$ 215,000</b>	<b>\$ 215,000</b>	<b>\$ 190,000</b>	<b>\$ 7,302,000</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	\$ 162,300	\$ -	\$ -	\$ -	\$ -	\$ 162,300
D. Antioch Transit Center	\$ 2,500,000	\$ 16,700,000	\$ -	\$ -	\$ -	\$ 19,200,000
E. Murfreesboro Pike High Capacity Transit Corridor		\$ 25,000,000				
F. SoBro Transit Hub	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000			
G. Downtown Transit Priority	\$ 5,000,000	\$ 5,000,000				
H. 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>\$ 47,842,300</b>	<b>\$ 78,538,000</b>	<b>\$ 33,135,650</b>	<b>\$ 7,000,000</b>	<b>\$ 7,000,000</b>	<b>\$ 78,515,950</b>
<b>Grand Total, All Projects -</b>	<b>\$ 96,030,320</b>	<b>\$ 125,559,724</b>	<b>\$ 84,093,893</b>	<b>\$ 56,186,770</b>	<b>\$ 54,393,932</b>	<b>\$ 416,264,639</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 WeGo Public Transit 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 WeGo Public Transit.

1. ***Nestor Security Improvements:*** Build three security guard houses with badge access security barrier arms for security officers to monitor the entire Nestor facility effectively via camera system or physically monitoring the major entrance/exit gates of the facility. One will be placed at the bus entrance/exit area, one will be placed at the back employee parking entrance/exit, and one will be placed at the visitor/admin parking entrance/exit.
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 sustain a state of good repair. These transfers are a fairly common practice in the transit industry, particularly among smaller transit systems in regions that lack dedicated funding. During the period of FY2013 through FY2018, the average annual investment of Metro Capital Spending Plan funds in WeGo Public Transit 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 past two fiscal years, 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. For FY2024 the transfers of capital to operating budget will resume.
4. ***Annual Lease for North Nashville Transit Center:*** This project represents the annual payments for the long-term ground leases approved by the MTA Board for the land on which we will be constructing the North Nashville Transit Center and the outbound shelter site. This is an eligible capital expense under Section 5307 formula funding for transit activities and will be a recurring item with periodic adjustments as called out in the approved leases.

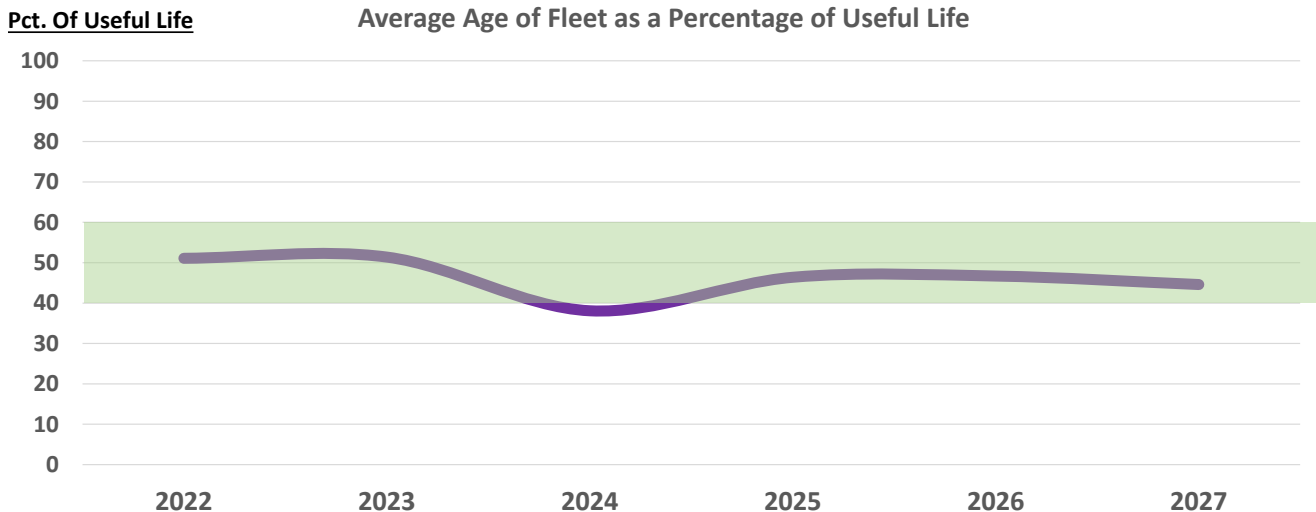
**State of Good Repair (SGR) Projects**

State of Good Repair Projects represent those 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), as 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 New Starts or Small Starts.

**5. Twelve-Year Heavy-Duty Bus Replacement – Fixed Route:** 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 WeGo Public Transit’s higher ridership routes and include 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, utilizing Clean Diesel propulsion technology. The fleet replacement schedule is as follows for the duration of this plan:

	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>
40-Foot Clean Diesel Standard Low Floor	28	0	4	4	4
60-Foot Clean Diesel Articulated Low Floor	0	0	22	4	4
Total	16	12	26	8	8

An effective fleet replacement program attempts to avoid significant “peaks and valleys” in replacements. This practice normalizes maintenance expense (ie: you’re 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 4.8 to 7.2 years, with the exception of a slight dip to “too new” in 2024. This was brought about by the recent delays in purchasing our articulated buses, which also led us to “speed up” the acquisition of 40’ buses as a contingency. This is not a significant issue and will sort itself out in the coming years. The chart below depicts the projected average age of the Authority’s heavy-duty bus fleet expressed as a percentage of useful life assuming we carry out the plan as presented. For example, a metric of 50% would mean that the average age of a bus is six years old:

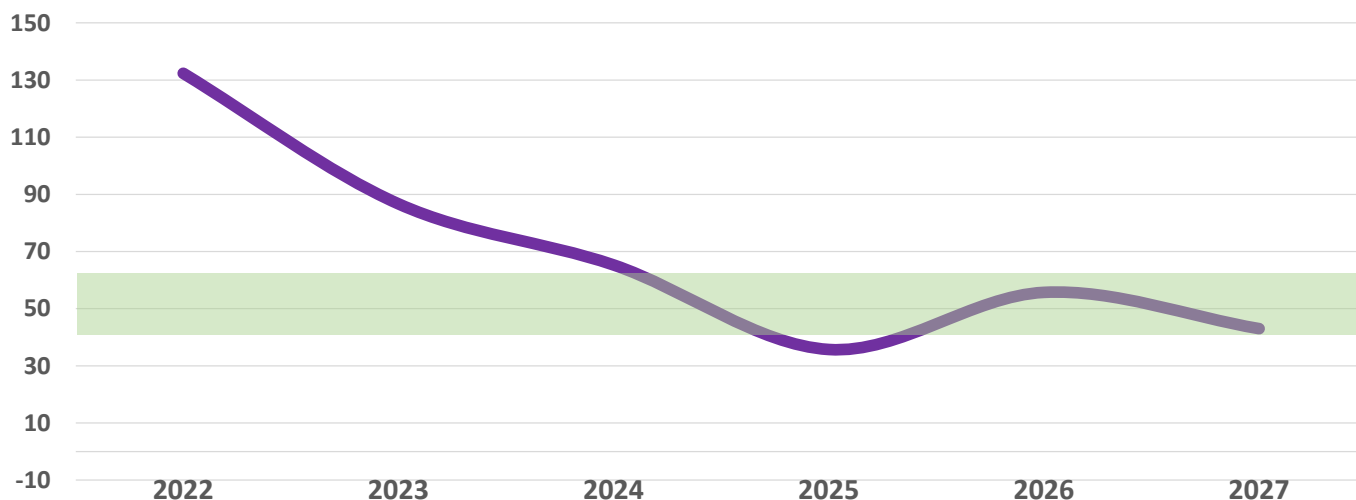


**6. Five-Year Body-on-Chassis Vehicle Replacement:** Annual small bus replacement to bring fleet into SGR according to the fleet management plan and in accordance with goals established in the Nashville MTA TAM plan for existing service levels (as such, this category does not include buses required for service expansion). Body-on-Chassis vehicles are the small buses in the WeGo Public Transit fleet, generally built on Ford commercial chassis' and accommodating 12 - 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, utilizing gasoline propulsion technology. Fleet replacement schedule is as follows:

	FY2024	FY2025	FY2026	FY2027	FY2028
Fixed Route	20	9	9	9	7
Access	12	12	11	12	12
Total	20	20	19	20	19

An effective fleet replacement program attempts to avoid significant “peaks and valleys” in replacements. This practice normalizes maintenance expense (ie: you’re 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 reach the target average age of 2 - 3 years by the mid-point in the plan. Since the onset of the pandemic, we have experienced numerous supply-chain related issues with respect to various parts and supplies. However, nowhere has this issue been more damaging than with our small bus inventory. Typically, it takes 8 – 10 months for us to receive these vehicles after order. Now, suppliers are indicating it could be 18-24 months to receive equipment based on a nationwide shortage of the chassis on which the bus is built. Given that the bus only has a useful life of 5 years, this lag time is extraordinary. This year, we’ve taken some unusual steps just to get a few new vehicles into the fleet. The impact on average fleet age is obvious in the chart below. More than half of our small bus fleet has already exceeded its useful life, and the “average” bus is at over 200% of its useful life. The chart below depicts the projected average age of the Authority’s body-on-chassis bus fleet expressed as a percentage of useful life assuming we carry out the plan as presented. For example, a metric of 50% would mean that the average age of a bus is 2.5 years old. If we are able to execute the plan as shown, we will not see our fleet return to an acceptable range until late 2024. This, of course, is totally dependent on the supply of these vehicles returning to historic norms.

**Average Age of Fleet as a Percentage of Useful Life**





- 7. *Non-Revenue Vehicle Replacement:*** 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. For FY2023-24, there is still some backlog of replacements due to pandemic impacts on access to vehicle parts and manufacturing delays. 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:*** 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 WeGo Central:*** Electric signage at Central bus bays is 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. End of life replacement for these signs is scheduled in FY2024.
- 10. *On Board & On Street IT Equipment Replacement:*** 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. *Shop Equipment Replacement:*** Improvements to shop area equipment including bus lifts, tow motors, floor scrubbers, facility lifts, and washers.
- 12. *Operating Facility Building Capital Repair/Replacement:*** 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. Larger individual items would be programmed separately from the more routine projects included in this line item.
- 13. *Nestor Maintenance Facility Upgrades:*** The Nestor facility is the main maintenance, operations, and dispatching location for WeGo hosting most of the operational activities. Offices at the Nestor facility underwent significant renovation in recent years, the much more complicated task of upgrading the Maintenance facility and improving site circulation has not moved forward. Given that more than 90% of WeGo Public Transit's bus fleet is dispatched and undergoes running repair here, the facility will need to begin design of 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. Last month, we 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, it's replacement). However, there are a number of more immediate projects that will 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
- Shop Doors
- Pavement Repair and Rail Track Removal
- Security Structures
- HVAC Equipment Replacement
- Back Flow Relocation

**14. Myatt Building Improvements:** The improvements include building covered area in the CDL testing lot to facilitate pre-trip inspection providing protection from weather elements including rain and high temperatures. Additionally, then project includes renovation and expansion of bathrooms for the maintenance shop area at the Myatt garage. Current configuration is limited and have maxed capacity at times with maintenance personnel.

**15. Bus Stop Amenities Replacement:** Annual budget for ongoing repair and replacement of old shelters, benches, and trash cans. These projects will 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. In addition, given recent realignments of service and a move toward Better Bus service improvements and system classification (i.e.: frequent service network, local routes, etc.).

### **Business Improvement**

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

**16. Paratransit Dispatching/Scheduling Software Upgrade:** The existing paratransit scheduling software has been used by MTA for well over a decade. Beyond normal obsolescence, the system does not accommodate current and emerging operating practices such as Access on Demand, WeGo Link, or real-time scheduling and dispatching trips. This project entails the replacement of the existing system and will be consistent with recommendations from the Access Improvement Study that will provide specific functional specifications for a new system.

**17. Enterprise Asset Management:** Over the years WeGo 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 Asset Management 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, etc, ultimately allowing staff to make informed decisions and changes in processes that improve fleet reliability and service quality for customers.

- 18. *Apprentice Training Program (Maintenance Focus):*** Acquire modules, equipment, and tools to implement and maintain a Maintenance Apprenticeship Program as part of the Training Department.
- 19. *Employee Engagement and Information Portal:*** 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 & 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.

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

- 20. *Twelve-Year Heavy-Duty Bus Expansion, Fixed Route:*** This item reflects service expansion scenarios developed as part of the Better Bus process and incorporated into the Metro Nashville Transportation Plan. 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.
- 21. *Five-Year Body-on-Chassis Bus Expansion:*** Similar to item 23 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.
- 22. *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 in December 2020 and stop locations that merit improvements in accordance with WeGo 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.
- 23. *Real Time Bus Displays at Stops:*** Initiate a pilot to provide 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.
- 24. *Antioch Transit Center:*** Development of a new regional transit center in the Antioch area. Staff 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. WeGo has secured funding from different sources including state IMPROVE Act and a \$5 million award from FTA's 5339b Bus and Bus Facilities Program.
- 25. *Murfreesboro Pike High-Capacity Transit Corridor:*** Comprehensive study for development of high-end transit service along the Murfreesboro Pike/Bell Road corridor. The study will consider connections to

BNA, a future SoBro hub in downtown Nashville, the East Bank, and the rest of the WeGo 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, housing affordability, sustainability, economic prosperity, and others.

- 26. *SoBro Transit Hub:*** Development of 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.
- 27. *Downtown Transit Priority:*** As downtown 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 downtown. Transit priority in downtown 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.
- 28. *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 on 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 North Nashville Transit Center is under construction. Staff is monitoring opportunities for transit centers in other areas including Madison Town Center, Donelson Station, Skyline area of Dickerson Pike, and within Metro's plan for the East Bank redevelopment.