



Nashville MTA Board Meeting

Tennessee Bankers Association

211 Athens Way, Nashville, TN 37228

March 28, 2024 | 2:30 p.m.

Board Members:

Gail Carr Williams, Chair
Janet Miller, Vice Chair

Jessica Dauphin
Kathryn Hays Sasser

Aron Thompson

1. **Call to Order**
2. **Roll Call**
3. **Approval of the February 22, 2024, MTA Board Minutes**
4. **Public Comment**
5. **Information Only Items** – The following information is contained in the distributed Board packet for member review. There is no planned discussion of these items, but the staff is available for discussion should members have questions.
 - Monthly Financial Report Compared to Budget – Ed Oliphant, CFO **M-I-24-008** **P. 6**
 - Monthly Operating Statistics – Andy Burke, COO **M-I-24-009** **P. 9**
 - Upcoming Procurements Projects List – Vince Malone, COSA **M-I-24-010** **P. 14**
6. **Consent Agenda Items** – There are no consent agenda items this month.
7. **Operations & Finance Committee – Jessica Dauphin, Chair**
 - ADA & On-Demand Access Transportation Services Contract Award - **M-A-24-004** **P. 15**
Dan Freudberg, Deputy COO for Systems & Marilyn Yokley, Access Manager
8. **New Initiatives & Community Engagement Committee – Janet Miller, Chair**
 - Connect Downtown Final Action Plan – Felix Castrodad, Director of Planning & Grants & Marty Sewell, Transportation Planning Director of the Nashville Department of Transportation & Multimodal Infrastructure **M-I-24-011** **P. 18**
 - Amendment to Planning Support Services Task Order – Felix Castrodad, Director of Planning and Grants **M-A-24-005** **P. 20**
 - Authorization for a Free Fare Day on Saturday, April 20, 2024 in Recognition of the Dedication of Diane Nash Plaza **M-A-24-006** **P. 21**
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

February 22, 2024

I. **Call to Order:** The regular meeting of the Nashville Metropolitan Transit Authority (Nashville MTA) Board of Directors was held at the Tennessee Bankers Association located at 211 Athens Way, Nashville, TN 37228, on Thursday, February 22, 2024.

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

| | |
|---|--|
| Gail Carr Williams, Chair | Andy Burke, COO |
| Janet Miller, Vice Chair | Ed Oliphant, CFO |
| Jessica Dauphin, Member | Lydia Benda, Dir. of Eng, Const. & Proj. Mgmt. |
| Kathryn Hays Sasser, Member | Kia Lewis, Sr. Project Manager |
| Aron Thompson, Member | Carl Rokos, Dir. of Maintenance |
| Margaret Behm, Board Secretary | |
| Stephen Bland, CEO | |
| Monica Howse, Sr. Exec. Asst. & Board Liaison | |

A quorum was established, and Board Chair Carr Williams called the meeting to order at 2:30 p.m.

III. **Approval of Minutes:** Ms. Janet Miller made a motion to approve the January 25, 2024, Nashville MTA Board minutes. Ms. Jessica Dauphin seconded the motion, and the Board unanimously approved the minutes.

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

- Manaen Hall

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** – Ms. Hays Sasser asked if the board could hear more about the equipment purchase and installation of video surveillance and security and its technical capabilities. CEO Bland said that this could be addressed as a future Board agenda item, and that it may make sense to do so when we review the ongoing system security review undertaken by Marine Tiger Technologies. In addition to this, Board Chair Carr Williams suggested that Chief Safety and Security Officer Nick Oldham could provide her with a tour to give her a visual and better understanding of the equipment.
- **FY2024-2025 MTA Budget Proposal to Metro Finance** – Ms. Dauphin highlighted pages 16, 19, and 24 of the MTA Budget Proposal to Metro that was included in the printed materials for the meeting and thanked Mr. Oliphant for a thorough document.

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

a. **Quarterly Route Performance Report (OF-D-24-04):** Scheduling & Service Planning Manager Katie Freudberg presented the following item for discussion:

Ridership this quarter held steady from last quarter at over ninety-seven percent of pre-pandemic ridership, and ridership on almost every route was higher than the previous year. Eight routes had higher ridership than pre-pandemic this quarter, with Route 8 - 8th Avenue

South joining the list for the first time. Much of this growth was in response to added weekend frequency on Route 8 with fall service changes in October 2023.

In October, we added midday and Sunday service on Route 75 Midtown, which had previously been operating during peak times only on weekdays and Saturdays. As expected, productivity declined with the added service, but ridership did grow almost twenty-five percent in absolute terms from last quarter. As we plan to add more frequency on this route in Spring 2024, we will see how ridership responds to the improved crosstown service.

WeGo saw improvements to on-time performance this quarter relative to last quarter on almost all routes. We typically see an increase in on-time performance this quarter thanks to reduced traffic and school breaks around holidays. Routes 3 - West End and 7 - Hillsboro also benefitted from re-opening the Broadway bridge. We also saw improvements in on-time performance by re-timing several routes in October.

Beginning this quarter, we will be including the regional (RTA) service ridership in this report in addition to local (MTA) ridership. Regional services continue to recover much more slowly than local services, reflecting changes in post-pandemic work and travel patterns.

Ms. Miller asked Ms. Freudberg to explain why the regional ridership is only at 45%. Ms. Freudberg said that it is due to the regional service primarily serving a limited market of downtown office commuters. Many of these employees have seen radical shifts in their work schedules with remote work arrangements. Historically, State employees were also a significant percentage of RTA regional riders, and the State has been reducing its downtown workforce for several years.

Board Chair Carr Williams asked if the ridership numbers flattened throughout the day instead of the traditional peak ridership periods. Ms. Freudberg said that there is a little bit of flattening happening. She reported that we are starting to see the return of traditional peaks. However, peak ridership is still below pre-pandemic levels, and our ridership recovery primarily comes from midday, late night, and weekends.

Ms. Dauphin thanked Ms. Freudberg for including the WeGo Link zones in the report.

- b. Body on Chassis Cutaway Buses (M-A-24-002):** Director of Maintenance Carl Rokos presented the following items for discussion and action:

Staff requested Board approval for the Chief Executive Officer to enter a contract with Southern Bus and Mobility to purchase up to one hundred and twenty-five (125) body-on-chassis cutaway buses over a five-year period. The overall contract with Southern Bus and Mobility is not to exceed (\$30,000,000) for the contract term.

In addition, staff requested authorization to purchase nineteen (19) Bodies on Chassis "Cutaway Buses" immediately from this contract. These buses will replace buses currently used in WeGo Access and on low patronage Fixed Route service. They have exceeded their useful life and are eligible to retire. This purchase order is contingent upon completing a satisfactory Buy America pre-award audit.

The price per vehicle is (\$235,000), plus an additional (\$1,200) per vehicle for tools and training. The total project budget includes a 10% contingency for a total project cost not to exceed (\$4,936,580).

The overall contract with Southern Bus and Mobility is not to exceed (\$30,000,000) for the term of the 5-year contract.

Purchase of the vehicles will be funded utilizing approved Metro Capital Funds and 5307 Federal Formula Funds in accordance with the agency's ongoing fleet replacement plan and capital project plan.

Ms. Miller asked about the estimated delivery time. Mr. Rokos said March 2025.

The Operations and Finance Committee made a motion to approve the Body on Chassis Cutaway Buses action item. Mr. Thompson seconded the motion, and the Board unanimously approved this action item.

- c. **On-Call Contractor for Sidewalk and Bus Platform Construction (M-A-24-003)**: Director of Engineering, Construction, and Project Management Lydia Benda presented the following item for action:

Staff requested the Board to provide the Chief Executive Officer the authority to enter five years with two additional one (1) year terms task order-based contracts with BC Mason Group, Pavement Restorations, Roy T. Goodwin, and Walker Building Group to provide sidewalk and platform construction for a total contract budget of \$15,000,000.00. The work will be funded using the IMPROVE Act and Metro Capital Spending Plan funds in the capital plan for Transit Stop Improvements.

The Operations and Finance Committee made a motion to approve the On-Call Contractor for Sidewalk and Bus Platform Construction action item. Ms. Miller seconded the motion, and the Board unanimously approved this action item.

- VII. **New Initiative & Community Engagement Committee Report**: Committee Chair Miller introduced the following items for discussion:

- a. **Dr. Ernest Rip Patton, Jr. North Nashville Transit Center Update (NICE-D-24-001)**: Sr. Project Manager Kia Lewis, Don Hardin of The Hardin Group, and Dr. Learotha Williams, Jr. (Historian), a Professor at TSU, presented the following update that included art renderings and an overview of the historical context for the Dr. Ernest Rip Patton, Jr., North Nashville Transit Center.

Over a year ago, the agency contracted with Don Hardin Group to provide artistic oversight, historical context, and coordination of the four major art elements designed for the Dr. Ernest Rip Patton, Jr., North Nashville Transit Center. The concept of the North Nashville Transit Center is to serve as a place that reflects "The Voices of North Nashville: Past, Present, Future."

The Don Hardin Group met with Stakeholders, coordinated with the design team, and researched historical figures and events that are important to and represent the North Nashville community. The historically accurate information ensures that the final content selection for each art element is traditionally precise and acceptable to Stakeholders and the North Nashville community. In leading the historical review of materials, Dr. Williams provided the Board with an overall context for Dr. Patton's role in the Civil Rights movement and the importance of the North Nashville community in that movement.

Board Chair Carr Williams thanked Dr. Williams for his presentation and said he inspires everyone. She and the board members also thanked Mr. Hardin for coming to present at the meeting.

In closing, Chair Miller said she can't wait to see the unveiling and the opening of the Dr. Ernest Rip Patton Jr North Nashville Transit Center.

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

1. Staff continues to prepare for the Spring service changes.
2. CEO Bland participated in the Staff/Board workshop for Walk/Bike Nashville this month. During the session, he briefed their Board on some initiatives WeGo has underway, specifically

focusing on our stop improvement program and transit center projects. The exchange was extremely productive, and WeGo has a great working relationship with this group.

3. Following extensive research by WeGo staff and a review and approval by the Safety Committee, on March 1, WeGo will revise the bicycle policy to allow e-bikes in its bike racks, subject to the conditions approved in the new policy. Customers can visit the website to understand better what will be permitted with respect to E-Bikes within the Bike & Ride section.
4. The information-only section of the agenda included WeGo's budget submission to Metro for the FY2024-25 operating budget request. WeGo will meet with Metro Finance to review the request during the first week of March to support their preparation of the Mayor's FY2024-25 budget proposal.
5. Last month, CEO Bland reported that the mayor submitted a capital spending plan to the Council that allocated \$30.862 million to MTA for various transit projects, including grant matching funds, bus replacements, Access vehicle replacements, expansion buses, stop improvements, and transit center development. He was pleased to report that the Metro Council adopted the recommended plan earlier this week, so WeGo will now initiate contracting with Metro to initiate these projects.
6. Last week, WeGo announced its first community impact partnership with Nashville SC, just in time for the start of the new soccer season this week. Under the agreement, the team will support WeGo by providing free fares on Route 52 Nolensville Pike and Route 77 Thompson/Wedgewood all day on Saturdays and Sundays when the team has a home game. These two routes are closets to Geodis Park. In addition, WeGo will be providing direct service to the park on Route 84, Murfreesboro, with Park & Ride available at the regular lots in Murfreesboro and Antioch. The fare for this service will be \$2, and all QuickTicket products and other fare media will be accepted. Congratulations to Ms. Renuka Christoph and the Marketing Department for its first CIP!
7. CEO Bland was elected President of the Association at this month's Tennessee Public Transportation Association Board meeting and started a 2-year term.
8. The State Transit Association hosted its annual "Day on the Hill," where transit leaders from around the State descend on Nashville for meetings with State Legislators. The events included meetings with Senate Transportation and Safety Chair Becky Massey and House Transportation Chair Dan Howell and a legislative reception attended by several of our local state elected officials.
9. CEO Bland participated in a panel discussion on mobility with Michael Briggs, Director of Transportation Planning in Mayor O'Connell's Office, and Marty Sewell, Director of Planning for NDOT, at the Healthy Places Member Lunch for the Urban Land Institute Nashville Chapter. The focus of the lunch session was on overall mobility, with a specific emphasis on the Connect Downtown Project and transit's role in regional mobility.
10. On February 5, CEO Bland joined several MTA Board Members, Mayor O'Connell, State Representative Harold Love, and many other community leaders to celebrate Transit Equity Day. This nationwide event celebrates Rosa Parks's birthday and legacy in advancing the cause of social equity in public transportation. In Nashville, this event began several years ago under the leadership of Representative Love, and it's been incredibly heartwarming to see it grow each year. This year, dozens of folks joined us for a bus ride from Central to Fisk University, where the Mayor, Representative Love, Board Chair Gail Carr Williams, and others spoke from the heart of the legacy of Rosa Parks and the importance of public transportation in lifting communities.
11. On the RTA side:

- a. WeGo continues to advance land acquisition toward a permanent park-and-ride location in Murfreesboro. WeGo is waiting to receive word from the property owner to see if he accepts the offer and is engaging in the environmental assessment of the property.
- b. Hatch Consulting Group continues to advance the WeGo Star Future Vision Study. Yesterday, Hatch presented their initial findings to the RTA Board, and we were greenlighted to take two options – one short-term and one long-term through a more detailed operational and cost modeling process and to initiate the next phase of public engagement before presenting the final recommendations to the RTA Board later this year.
- c. WeGo continues to work with the development team of HG Hill and Southeast Venture on a joint development project at Donelson Station. Also, at yesterday's Board meeting, the RTA Board approved an agreement with real estate consulting firm Jones Long LaSalle to support the real estate negotiations with the development team and to provide support in developing necessary documentation for the FTA's joint development requirements. Simultaneously, WeGo's and developer's design teams are advancing site plan concepts to identify project boundaries. CEO Bland thanked Lydia Benda for her leadership in this effort.
- d. Most notably, the State General Assembly passed legislation extending the RTA through June 30, 2032. This legislation is awaiting the Governor's signature, which we expect shortly.

12. Finally, CEO Bland was pleased to join Board Chair Gail Carr Williams and other officials at Mayor O'Connell's announcement that he intends to pursue a transportation funding measure in November. WeGo Public Transit staff are working closely with NDOT and the Mayor's Office staff to provide a range of alternatives drawn from prior plans for the mayor to consider and advance through a public engagement process. He specifically thanked Felix Castrodad, Katie Freudberg, Lydia Benda, Dan Freudberg, and Hannah Schaeffer for supporting this effort and their considerable other daily responsibilities.

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

Board Chair Carr Williams said she was glad she had the opportunity to be invited to Mayor O'Connell's press conference and hear the referendum announcement. She said the board needs to be well-studied and well-taught and consider their role in the referendum. She proposed having a learning session with other transit stakeholders to learn about the referendum and transit in Nashville. She said there needs to be good governance around the referendum and collaborative discussions about what and how to prepare for it and be able to make the best decisions at the table. She said she would work with Ms. Monica Howse and CEO Bland to schedule this learning session in the coming weeks.

Board Chair Carr Williams said she had a great time on Transit Equity Day at Fisk University. She said you could feel the history in the room. She thanked Ms. Renuka Christoph and her team for organizing that event and the 92Q radio announcements. She said she is thankful for the bus passes that WeGo provides students at HBCUs.

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

IX. Adjournment: With no further business, Vice Chair Miller moved to adjourn the meeting, which adjourned at 3:44 p.m.

Attested:

Gail Carr Williams
Chair

Margaret L. Behm
Secretary

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | M-I-24-008 | Meeting Date: | 3/28/2024 |
| Item Title: | Monthly Financial Report Compared to Budget | | |

BACKGROUND:

Attached is a statement of operations for the month of January 2024 compared to the budget and a balance sheet as of January 31, 2024.

Overall operating revenues for the most part are tracking with budgeted revenues except for some dilution in fare revenues through January as we transition away from magnetics through a temporary promotion of half fares to transition to QuickTicket. Operating expenses as we enter the last half of the fiscal year are running favorable to the budget for several reasons. Labor and Fringe have seen better than expected health costs to date on top of the favorability related to the number of open positions we currently have and have had through the fiscal year in both operations and administrative areas. The other large favorable balance compared to the budget relates to fuel costs as actual costs at the pump have averaged lower than even our contracted hedging contract costs. There were no other new anomalies in our overall operating expenses to highlight for January that have not been discussed in previous months.

As of January 31, 2024, RTA owed Nashville MTA approximately \$223,560 for services provided to and from Rutherford County as well as management fees and back office shared expenses related to the QuickTicket fare collection system. MTA also had an account payable to RTA of approximately \$38,900 for fares collected, shared back-office expenses related to the Quick Ticket system as well as WeGo Ride revenue sharing due.

CURRENT STATUS:

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

APPROVED:



Chief Financial Officer

3/28/2024

Date

Metropolitan Transit Authority
Statement of Operations Compared to Budget
For the Period Ending January 31, 2024
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 |
|---|--------------------|--------------------|-----------------------|----------|----------------------|---------------------|---------------------|--------------------|----------|----------------------|
| Revenue from Operations: | | | | | | | | | | |
| Passenger Fares | \$387,124 | \$438,730 | (\$51,606) | U | \$3,881,915 | \$3,717,132 | \$3,790,110 | (\$72,978) | U | \$6,885,000 |
| WeGo Access | 32,876 | 42,720 | (9,844) | U | 340,324 | 319,055 | 365,040 | (45,985) | U | 637,640 |
| Contract Revenues | 219,334 | 227,296 | (7,962) | U | 1,647,955 | 1,673,457 | 1,681,050 | (7,593) | U | 2,922,790 |
| Advertising | 25,000 | 24,800 | 200 | F | 305,067 | 216,811 | 173,610 | 43,201 | F | 300,000 |
| Other Non-Trans Revenue | 113,585 | 111,825 | 1,760 | F | 561,421 | 855,180 | 792,795 | 62,385 | F | 1,363,240 |
| Total Operating Revenue | 777,919 | 845,371 | (67,452) | U | 6,736,682 | 6,781,635 | 6,802,605 | (20,970) | U | 12,108,670 |
| Federal/State/Local Income: | | | | | | | | | | |
| Local Assistance | 8,500,000 | 8,500,000 | 0 | F | 52,500,000 | 57,000,000 | 57,000,000 | 0 | F | 74,690,900 |
| State Assistance | 0 | 0 | 0 | F | 5,314,300 | 5,340,300 | 5,314,300 | 26,000 | F | 5,314,300 |
| Federal Assistance - CARES Act | 7,425 | 0 | 7,425 | F | 102,138 | 59,134 | 0 | 59,134 | F | 6,539,540 |
| Total Assistance Income | 8,507,425 | 8,500,000 | 7,425 | F | 57,916,438 | 62,399,434 | 62,314,300 | 85,134 | F | 86,544,740 |
| Capital Revenue: | | | | | | | | | | |
| American Rescue Operating Reimbursement | 0 | 0 | 0 | F | 0 | 0 | 0 | 0 | F | 593,470 |
| Capital Operating Reimbursement | 0 | 0 | 0 | F | 0 | 71,625 | 0 | 71,625 | F | 18,631,290 |
| Capital ADA Reimbursement | 0 | 0 | 0 | F | 0 | 0 | 0 | 0 | F | 2,750,000 |
| Total Capital Income | 0 | 0 | 0 | F | 0 | 71,625 | 0 | 71,625 | F | 21,974,760 |
| Total Revenue | \$9,285,344 | \$9,345,371 | (\$60,027) | U | \$64,653,120 | \$69,252,694 | \$69,116,905 | \$135,789 | F | \$120,628,170 |
| Expenses from Operations: | | | | | | | | | | |
| Labor and Fringes | \$6,888,942 | \$7,125,980 | \$237,038 | F | \$44,784,622 | \$47,370,685 | \$49,163,360 | \$1,792,675 | F | \$85,804,050 |
| Services | 1,275,987 | 1,322,410 | 46,423 | F | 7,541,147 | 8,261,883 | 8,420,660 | 158,777 | F | 15,084,160 |
| Fuel | 404,894 | 638,000 | 233,106 | F | 4,037,842 | 3,565,500 | 4,466,010 | 900,510 | F | 7,686,320 |
| Parts, Materials and Supplies | 680,799 | 593,080 | (87,719) | U | 3,802,284 | 4,039,777 | 4,151,530 | 111,753 | F | 7,139,980 |
| Utilities | 98,671 | 141,290 | 42,619 | F | 844,313 | 740,257 | 881,990 | 141,733 | F | 1,531,870 |
| Casualty and Liability | 243,469 | 220,430 | (23,039) | U | 1,562,239 | 1,803,434 | 1,543,010 | (260,424) | U | 2,645,180 |
| Other | 36,460 | 61,398 | 24,938 | F | 260,845 | 339,071 | 429,786 | 90,715 | F | 736,610 |
| Total Operating Expenses | 9,629,222 | 10,102,588 | 473,366 | F | 62,833,292 | 66,120,607 | 69,056,346 | 2,935,739 | F | 120,628,170 |
| Operating Surplus / (Deficit) | (\$343,878) | (\$757,217) | \$413,339 | F | \$1,819,828 | \$3,132,087 | \$60,559 | \$3,071,528 | F | \$0 |
| Capital Grant Revenue | 997,640 | | 997,640 | F | 5,433,874 | 8,740,355 | | 8,740,355 | F | |
| Capital Grant Revenue -CARES Act | 743,400 | | 743,400 | F | 212,063 | 1,083,741 | | 1,083,741 | F | |
| Rental income - MCC Amortization | 49,167 | | 49,167 | F | 344,169 | 344,169 | | 344,169 | F | |
| Gain/(Loss) on Sale of Property | 55,628 | | 55,628 | F | 0 | 83,264 | | 83,264 | F | |
| GASB 87 Lease Interest Expense | (20,615) | | (20,615) | U | (142,428) | (143,922) | | | U | |
| Depreciation | (1,789,449) | | (1,789,449) | U | (13,098,684) | (12,998,968) | | (12,998,968) | U | 0 |
| Surplus / (Deficit) | (\$308,107) | (\$757,217) | \$449,110 | F | (\$5,431,178) | \$240,726 | \$60,559 | \$324,089 | F | \$0 |

Metropolitan Transit Authority

Comparative Balance Sheets

| | Month Ended January 31, 2024 | Month Ended June 30, 2023 |
|--|---------------------------------|------------------------------|
| | (unaudited) | (audited) |
| CURRENT ASSETS | | |
| Cash and cash equivalents | \$6,353,688 | \$4,766,148 |
| Receivables from federal, state and local government | 863,517 | 9,433,271 |
| Accounts receivable | 1,320,532 | 810,751 |
| Materials and supplies | 4,085,406 | 3,670,350 |
| Prepaid expense and other | 1,881,770 | 1,093,689 |
| Pension & OPEB Deferred Outflow | 33,188,603 | 33,188,603 |
| Total Current Assets | 47,693,516 | 52,962,812 |
| PROPERTY AND EQUIPMENT | | |
| Land | 14,733,025 | 14,733,025 |
| Building, shelter and benches | 121,400,795 | 121,284,665 |
| Revenue equipment and parts | 197,601,723 | 210,023,772 |
| Office furniture and equipment | 7,237,181 | 6,934,113 |
| Work-in-Progress | 19,183,301 | 10,451,608 |
| | 360,156,025 | 363,427,183 |
| Less: Accumulated Depreciation | (195,153,736) | (195,334,438) |
| Total Property and equipment, net | 165,002,289 | 168,092,745 |
| OTHER ASSETS | | |
| 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 |
| TOTAL ASSETS | \$220,109,573 | \$228,469,325 |
| LIABILITIES AND NET ASSETS | | |
| CURRENT LIABILITIES | | |
| Accounts payable | \$2,094,453 | \$4,807,518 |
| Accrued expenses | 8,747,796 | 7,408,435 |
| Deferred revenue | 463,484 | 290,683 |
| Note Payable | 0 | 7,000,000 |
| Total Current Liabilities | 11,305,733 | 19,506,636 |
| NON-CURRENT LIABILITIES | | |
| Deferred Revenue | 5,263,272 | 5,607,441 |
| North Nashville Lease Liability | 7,049,599 | 7,049,599 |
| Net Pension Liability | 15,627,464 | 15,627,464 |
| Pension & OPEB Deferred Inflows | 17,925,974 | 17,925,974 |
| Net other postemployment benefits obligations | 78,178,905 | 78,178,905 |
| NET ASSETS | | |
| Invested in capital assets | 159,739,017 | 160,101,512 |
| Reserve for capital purchases | 0 | 0 |
| Unrestricted | (75,221,117) | (86,501,421) |
| Current Year Surplus / (deficit) | 240,726 | 10,973,215 |
| Total Net Assets | 84,758,626 | 84,573,306 |
| TOTAL LIABILITIES AND NET ASSETS | \$220,109,573 | \$228,469,325 |

| | Current | > 30 days | > 60 Days | > 90 days | Total |
|---------------------|----------------------|------------------|------------------|------------------|-----------------------|
| Accounts Receivable | \$1,084,012 82.1% | \$98,131 7.4% | \$44,890 3.4% | \$93,499 7.1% | \$1,320,532 100.0% |
| Accounts Payable | \$2,057,678 98.2% | \$36,775 1.8% | \$0 0.0% | \$0 0.0% | \$2,094,453 100.0% |

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion Item

| | | | |
|--------------|------------------------------|---------------|-----------|
| Item Number: | M-I-24-009 | Meeting Date: | 3/28/2024 |
| Item Title: | Monthly Operating Statistics | | |

BACKGROUND:

Attached are the monthly operating statistics through January 2024.

The big theme for this month was the winter weather and its effect on transit operations. Beginning during the evening of Sunday, January 14 snow began to fall and continued through the early morning hours of Tuesday, January 16. Overall, Nashville received about 7 inches of snow. Unlike many of our winter weather events, we also experienced prolonged temperatures below freezing throughout that week, so adverse road conditions persisted for the entire week. Service was suspended on several evenings, and we operated on snow detours all week. Somewhat surprisingly, we still managed a year-over-year increase in ridership for the month of January despite running reduced service during the storm, as well as Metro Public Schools being closed for an entire week due to the weather. This points to extremely strong ridership during those weeks that were not impacted by weather.

Our trip completion percentages, accidents and on-time performance were all somewhat affected by the weather. However, we took a more proactive approach to managing service during this event which mitigated the impacts to customers. Specifically, we made the strategic decision in advance on two days to operate on a Saturday rather than a Weekday schedule (with minor modifications). This allowed us to provide advance notice to customers of the service we would be operating while ensuring that we could deliver that service. It also enabled us to keep all 60' articulated buses out of service during the worst road conditions, as they generally do not handle as well as 40' transit buses in icy conditions.

Aside from the winter weather, preparations continue for the reopening of Myatt operations this Spring in conjunction with upcoming service changes. We have also received four out of an order for 40 paratransit and fixed route body-on-chassis vehicles (vans), with the remainder to be delivered in the coming weeks.

CURRENT STATUS:

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

APPROVED:



Chief Operating Officer

3/28/2024

Date

Operations Dashboard Report

| | January 2024 | January 2023 | Pct. Change | Goal | Indicator |
|---|--------------|--------------|-------------|----------|-----------|
| Ridership | | | | | |
| Bus Ridership | 640,760 | 622,207 | 3.0% | | |
| Access Ridership | 26,731 | 29,353 | -8.9% | | |
| Total Ridership | 667,491 | 651,560 | 2.4% | 700,000 | ▲ |
| Percentage of Pre-Pandemic Ridership | 82.7% | 80.7% | 2.0% | 85.0% | ▲ |
| Productivity & Efficiency | | | | | |
| Bus Passengers per Revenue Hour | 14.47 | 14.66 | -1.3% | 16.00 | ▲ |
| Access Passengers per Revenue Hour | 1.48 | 1.67 | -11.4% | 1.75 | ◆ |
| Cost Per Scheduled Revenue Hour | \$163.48 | \$168.46 | -3.0% | \$141.46 | ◆ |
| Safety | | | | | |
| Total Collisions per 100,000 miles | 5.8 | 5.7 | 1.8% | 4.8 | ▲ |
| Preventable Collisions per 100,000 miles | 3.0 | 3.0 | 0.0% | 1.6 | ▲ |
| Service Quality | | | | | |
| Bus Trip Completion | 98.98% | 99.74% | -0.76% | 99.75% | ▲ |
| Bus On-Time Performance | 85.8% | 86.1% | -0.3% | 85.0% | ● |
| Access On-Time Performance | 93.0% | 93.0% | 0.0% | 92.0% | ● |
| Maintenance | | | | | |
| Bus Miles Between Road Calls | 7,847 | 7,369 | 6.5% | 6,000 | ● |
| Access Miles Between Road Calls | 15,172 | 28,808 | -47.3% | 18,000 | ◆ |
| Customer Care | | | | | |
| Bus Passengers per Complaint | 3,464 | 4,678 | -26.0% | 4,000 | ◆ |
| Access Passengers per Complaint | 314 | 402 | -21.8% | 400 | ◆ |
| Percent of Calls Answered | 86.2% | 89.3% | -3.0% | 95.0% | ▲ |
| Staffing | | | | | |
| % of Operator Positions Filled | 93.5% | 94.0% | -0.6% | 95.0% | ▲ |
| % of Maintenance Positions Filled | 84.9% | 85.9% | -1.0% | 95.0% | ◆ |
| Customer Amenities | | | | | |
| % of Stops with Shelters (including Central) | 18.9% | 18.4% | 0.5% | 18.0% | ● |
| % of Boardings at Covered Stops (including Central) | 74.2% | 72.1% | 2.1% | 73.0% | ● |

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

Operations Dashboard Report

| | FY2024 | FY2023 | | | |
|---|--------------|--------------|-------------|-----------|-----------|
| | January 2024 | January 2023 | Pct. Change | Goal | Indicator |
| Ridership | | | | | |
| Bus Ridership | 4,855,614 | 4,451,137 | 9.1% | | |
| Access Ridership | 218,351 | 206,279 | 5.9% | | |
| Total Ridership | 5,073,965 | 4,657,416 | 8.9% | 4,900,000 | ● |
| Percentage of Pre-Pandemic Ridership | 88.2% | 80.9% | 7.2% | 85.0% | ● |
| Productivity & Efficiency | | | | | |
| Bus Passengers per Revenue Hour | 15.80 | 15.08 | 4.8% | 16.00 | ▲ |
| Access Passengers per Revenue Hour | 1.65 | 1.74 | -5.3% | 1.75 | ▲ |
| Cost Per Scheduled Revenue Hour | \$153.22 | \$159.19 | -3.8% | \$141.46 | ◆ |
| Safety | | | | | |
| Total Collisions per 100,000 miles | 5.3 | 4.6 | 15.5% | 4.8 | ▲ |
| Preventable Collisions per 100,000 miles | 2.7 | 2.0 | 29.9% | 1.6 | ▲ |
| Service Quality | | | | | |
| Bus Trip Completion | 99.71% | 99.61% | 0.11% | 99.75% | ◆ |
| Bus On-Time Performance | 83.5% | 85.3% | -1.8% | 85.0% | ▲ |
| Access On-Time Performance | 92.8% | 91.9% | 0.9% | 92.0% | ● |
| Maintenance | | | | | |
| Bus Miles Between Road Calls | 6,563 | 6,839 | -4.0% | 6,000 | ● |
| Access Miles Between Road Calls | 21,106 | 20,220 | 4.4% | 18,000 | ● |
| Customer Care | | | | | |
| Bus Passengers per Complaint | 2,979 | 5,047 | -41.0% | 4,000 | ◆ |
| Access Passengers per Complaint | 305 | 326 | -6.4% | 400 | ◆ |
| Percent of Calls Answered | 85.4% | 87.8% | -2.4% | 95.0% | ◆ |
| Staffing | | | | | |
| % of Operator Positions Filled | 91.5% | 92.0% | -0.6% | 95.0% | ▲ |
| % of Maintenance Positions Filled | 86.5% | 84.2% | 2.3% | 95.0% | ▲ |
| Customer Amenities | | | | | |
| % of Stops with Shelters (including Central) | 19.4% | 17.9% | 1.5% | 18.0% | ● |
| % of Boardings at Covered Stops (including Central) | 72.7% | 71.9% | 0.8% | 73.0% | ▲ |

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

Operations Dashboard Glossary

| Metric | Definition |
|--|--|
| Ridership | |
| Bus | Total fixed route passenger boardings on all WeGo operated services |
| Access | Total paratransit boardings (WeGo vehicles and third-party service providers, and Access-on Demand ridership) |
| Total | Total Bus & Access ridership combined |
| Percentage of Pre-Pandemic Ridership | Total ridership for the current period divided by total ridership for the same period in Fiscal Year 2019 |
| Productivity & Efficiency | |
| Bus Passengers per Revenue Hour | Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public |
| Access Passengers per Revenue Hour | Total fixed route passenger boardings divided by total scheduled fixed route revenue vehicle hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public |
| Total Cost Per Scheduled Revenue Hour of Service | Total fully allocated cost to deliver service divided by the total scheduled revenue hours. Revenue vehicle hours is the time (in hours) when the bus is providing service to the general public |
| Safety | |
| Miles Between Total Collisions | Total number of Collisions divided by total number of revenue miles multiplied by 100,000. An Collision is defined as any time the vehicle makes contact with something other than the road resulting in any damage and/or injuries |
| Miles Between Preventable Collisions | Total number of Collisions determined to be preventable divided by total number of revenue miles multiplied by 100,000. A preventable Collision is defined as an Collision in which the Operator did not do everything reasonably possible to avoid the collision |
| Service Quality | |
| Bus Trip Completion Percentage | Percentage of one-way fixed route revenue trips completed versus scheduled. Includes partial missed trips |
| Bus On-Time Performance | Percentage of total scheduled fixed route timepoint departures occurring between 59 seconds early and 5 minutes 59 seconds late as recorded by the Automated Vehicle Location (AVL) system. Arrivals are used for on-time performance calculations for the last stop of the trip, with early arrivals at end of line considered as on-time |
| Access On-Time Performance | Percentage of total scheduled paratransit trips, not including Access-on-Demand or WeGo Link, where vehicle arrives no later than 59 seconds outside of the scheduled pick-up window |

Operations Dashboard Glossary

| Metric | Definition |
|--|---|
| Maintenance | |
| Bus Miles Between Road Calls | Any mechanical or system failure of any nature (excluding accidents) occurring on an MTA-operated vehicle in fixed route revenue service that causes the vehicle to be removed from service. |
| Access Miles Between Road Calls | Any mechanical or system failure of any nature (excluding accidents) occurring on an MTA-operated vehicle in paratransit (Access) revenue service that causes the vehicle to be removed from service. |
| Customer Care | |
| Bus Passengers Carried per Complaint | Total fixed route passengers divided by total fixed route customer complaints. |
| Access Passengers Carried per Complaint | Total paratransit (WeGo and third-party service providers) passengers divided by total paratransit customer complaints. |
| Percent of Calls Answered | Percentage of calls received that were answered. Unanswered calls are calls that are lost for any reason once in the customer call phone queue. |
| Staffing | |
| % of Operator Positions Filled | Total WeGo Operators available divided by total number of operator positions budgeted for service. Part-time Access operators are not included |
| % of Maintenance Positions Filled | Total WeGo Maintenance positions available divided by total number of maintenance positions budgeted for service. All maintenance and cleaning positions for vehicles and facilities are included |
| Customer Amenities | |
| % of Stops with Shelters (including Central) | The total number of stops with shelters divided by total number of stops WeGo operates. |
| % of Sheltered Boardings (including Central) | The total number of riders who boarded with a shelter (including WeGo Central boardings) divided by the total number of riders for the time period. |

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

List of Upcoming Procurement Projects

Meeting Date: 3/28/2024

Item #: M-I-24-010

Project Name: On-Board Vehicle Video Surveillance Equipment Purchase and Installation

- **Brief Description:** A sole source contract with March Network to maintain existing equipment and to purchase and install new surveillance equipment as needed.
- **Anticipated Publish Date:** March 2024
- **Estimated Individual Contract Value:** TBD

Project Name: Health Benefits

- **Brief Description:** Implement a new contract that provides consultant services that assist DTO with finding the best health benefit solutions.
- **Anticipated Publish Date:** March 2024
- **Estimated Individual Contract Value:** TBD

Project Name: North Nashville Transit Center Pedestrian Safety Improvements

- **Brief Description:** Enhancement of 14 Locations with ADA-compliant tactile warning mats, crosswalks, and reconstruction of existing curb ramps.
- **Anticipated Publish Date:** March 2024
- **Estimated Individual Contract Value:** TBD

Project Name: Automatic Teller Machine Services

- **Brief Description:** Contract to provide ATM services at WeGo Central.
- **Anticipated Publish Date:** September 2024
- **Estimated Individual Contract 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:** October 2024
- **Estimated Project Value:** TBD

CURRENT STATUS:

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

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

APPROVED:

Chief of Staff and Administration

3/28/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

| | | | |
|--------------|--|---------------|-----------|
| Item Number: | M-A-24-004 | Meeting Date: | 3/28/2024 |
| Item Title: | ADA & On-Demand Access Transportation Supplemental Services Contract Award | | |

BACKGROUND:

The Nashville Metropolitan Transit Authority (WeGo Public Transit) provides Americans with Disabilities Act (ADA) Paratransit services utilizing a combination of in-house service and strategic engagement with third-party providers. This approach allows WeGo to optimize operational efficiency, enhance service delivery, and provide customers with a comprehensive suite of services. The flexibility offered by third-party providers enables WeGo to scale operations up or down based on fluctuations in demand. More recently, WeGo Public Transit has been offering demand responsive services that do not fall under the provisions of the ADA, including Access on Demand same day service and WeGo Link first mile/last mile connector service.

Recognizing the complexity of Accessible services, the decision was made to issue two separate RFPs to ensure a more targeted and efficient process. This approach enabled us to engage with specialized providers who were able to address our needs in each of the two distinct areas of Accessible services.

- RFP 2023130 ADA Access Transportation Services
 - Supplemental service to WeGo Access directly operated vehicles.
 - Operations must follow the specific requirement of ADA regulations
 - Provider must follow all ADA regulations including drug and alcohol testing of safety sensitive employees
- RFP 2023131 On-Demand Transportation Services
 - Services that do not fall under the requirements of ADA regulations.
 - User choice services – WeGo Public Transit does not require customers to use these services, they are considered above and beyond the requirements of the ADA.
 - Drug and alcohol testing of safety sensitive employees is not required.
 - Includes WeGo Link, Access on Demand, and WeGo Access Flex.

The distinction is important in order to open up the availability of significant providers (such as Uber) whose business model does not mirror that of a traditional commercial transportation provider. Efforts were diligently undertaken to inform potential bidders about the upcoming ADA Access Transportation Services and On-Demand Transportation Services Request for Proposals (RFP). The Procurement Department publicly disclosed the agency's intent before releasing both RFPs, enabling potential bidders to preview the scope of work and express their interest. This proactive approach resulted in an overwhelming response from interested providers.

For this project, MTA established a 0% Disadvantaged Business Enterprise (DBE) participation goal due to a lack of certified disadvantaged business providers in the region.

On September 7, 2023, both solicitations were published on WeGo's website, Transit Talent, and emailed to over twenty providers. By the October 27, 2023, closing date, the ADA Access Transportation solicitation received twelve responsive proposals, and the On-Demand Transportation Services solicitation received eleven.

Evaluation criteria encompassed qualifications, experience, trip administration, communications, reporting, capacity, and cost. Additionally, ADA Access criteria included customer service and reliability, while On-Demand Transportation services were evaluated on project approach and work methodology. Top-ranked providers underwent interviews after preliminary evaluations.

| Top Ranked Providers | | | |
|------------------------------------|--------------------|-----------------------------------|--------------------|
| ADA Access Transportation Services | | On-Demand Transportation Services | |
| American Music City Taxi | Mobility Solutions | American Music City Taxi | Mobility Solutions |
| Navarre | Saint George | Navarre | Uber |
| Via | Zip Ride | Zip Ride | ZTrip |
| ZTrip | | | |

After clarifications and best and final offer responses, the evaluation committee reached a consensus to recommend five-year contract awards to the providers deemed the most advantageous in rendering the requested transportation services for WeGo and its passengers:

| Awardees | | | |
|------------------------------------|--------------|-----------------------------------|--------------------|
| ADA Access Transportation Services | | On-Demand Transportation Services | |
| American Music City Taxi | ZTrip | American Music City Taxi | Mobility Solutions |
| Navarre | Saint George | ZTrip | Uber |
| Mobility Solutions | | | |

RECOMMENDATION:

After a thorough evaluation of potential third-party providers for both RFPs, we recommend the Board provide the Chief Executive Officer the authority to enter contracts with the following providers for the provision of WeGo Access ADA Transportation and WeGo On-Demand transportation services. Contracts will take effect July 1, 2024.

ADA Access Transportation Services:

We recommend the Board provide the Chief Executive Officer the authority to enter contracts with the following providers for a term of five years not to exceed \$40 million:

- American Music City Taxi
- Navarre
- Z Trip
- Saint George
- Mobility Solutions

Individual provider contract caps will be determined by the anticipated trip volume each company can provide. The total not-to-exceed amount across all four providers shall not be permitted to exceed the above amount without Board approval. The not-to-exceed amount is higher than the anticipated cost of service to allow for flexibility to adapt to changing customer preferences and implement innovative solutions.

On-Demand Transportation Services:

We recommend the Board provide the Chief Executive Officer the authority to enter contracts with the following providers for a term of five years not to exceed \$25 million:

- American Music City Taxi
- Z Trip
- Mobility Solutions
- Uber

The not to exceed amount is higher than the anticipated cost of service to allow for flexibility to adapt to changing customer preferences and implement innovative solutions to meet the market demand for flexibility.

Funding Source: Funding for these services is provided through WeGo Access operating funds in the FY2025 operating budget. Funding for future fiscal years remains to be allocated during each year's respective budget planning and approval process.

APPROVED:

Board Secretary

3/28/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Information Item Committee Discussion Item Committee Action Item Board Discussion

| | | | |
|--------------|------------------------------------|---------------|-----------|
| Item Number: | M-I-24-011 | Meeting Date: | 3/28/2024 |
| Item Title: | Connect Downtown Final Action Plan | | |

BACKGROUND:

The Connect Downtown study was kicked off in 2022 and is a comprehensive effort to improve overall mobility in and through Downtown Nashville's core. The project is a joint effort led by the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in partnership with WeGo Public Transit, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership (NDP).

Through the study, options for improvements in traffic management, transit access, curbside and parking management, and bicycle and pedestrian safety were identified and examined to start bringing relief to the traffic issues downtown while also supporting the anticipated growth in employment, residential and commercial development, and Nashville's attractiveness as a tourism destination. Transit improvements are a key focus of the scope of the project to help improve transit reliability for the local and regional bus network and make transit a more competitive option.

A Connect Downtown Draft Action Plan was released in November 2023 outlining recommendations built on detailed research, technical analysis, and feedback from the public and stakeholder outreach. The draft recommendations include priority loading areas, transit priority corridors, mobility lanes, and traffic operations and congestion management strategies, along with many more investments that will make it easier, faster, and safer to move around Downtown Nashville. The project team conducted additional public engagement on the draft action plan including open houses and special briefings with several stakeholders and organizations. Adjustments to the recommendations were considered and implemented based on feedback from the outreach resulting in a Final Action Plan.

The [Action Plan](#) includes projects and programs that support all modes of transportation and are critical to Nashville and regional mobility. More specifically to transit, the recommendations focus on moving more people by prioritizing buses on key corridors and increasing service to provide faster and more reliable trips. The following is a summary of the transit-specific recommendations from the plan:

- **New Mobility Centers** in the East Bank and SoBro areas to facilitate transfers and enhance network connectivity. These centers will help reduce reliance on WeGo Central and serve growing areas of downtown.
- **Transit Priority Corridors (TPC)** with dedicated bus lanes and transit-priority signals, to provide for faster transit vehicle movements and a better connected local and regional network. Three TPCs are being recommended.
 - **The Westside TPC** will run between WeGo Central and the SoBro Mobility Center via James Robertson Pkwy, Rosa L Parks Blvd, 8th Ave, and Lafayette St.
 - **The James Robertson TPC** will transform James Robertson Pkwy and Bridge between WeGo Central and the East Bank Mobility Center.
 - **The East Bank TPC** will link the East Bank and SoBro Mobility Centers along the new East Bank Blvd, Korean Veterans Blvd, and 3rd and 4th Aves.

In addition to the substantial enhancement to transit service efficiency and reliability, the dedicated lanes created in these corridors will be an important safety enhancement for the city, as emergency vehicles will also be allowed access.

- **Additional Transit Priority** including transit signal priority, queue jump lanes, and dedicated bus lanes in select Downtown locations that serve high-frequency regional routes would better connect riders to the many places they need to go each day.

As a result of these projects, transit service will see improvements resulting in better coverage to newly developing areas, more trip availability, and more frequent service.

Over the following weeks, the Action Plan will be presented to different commissions and boards culminating with a presentation before the Metropolitan Council for adoption in April.

CURRENT STATUS:

Marty Sewell, NDOT's Transportation Planning Director and Connect Downtown Project Manager will provide a presentation on the Action Plan and next steps during the New Initiatives and Community Engagement committee meeting. An Executive Summary of the Action Plan is attached to this item. As was done following the presentation of the East Bank Vision Plan by Metro Planning Staff, the Board may wish to consider the development of a support letter to the Mayor and Council recommending adoption of the plan recommendations.

APPROVED:

Director of Planning & Grants

3/28/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | M-A-24-005 | Meeting Date: | 3/28/2024 |
| Item Title: | Amendment to Planning Support Services Task Order | | |

BACKGROUND:

In December 2023, the MTA Board authorized a task order in the amount of \$940,000 to HDR Engineering, Inc. for planning support services in advance of the agency's broader long-term strategic service plan currently in procurement. After that award, Mayor O'Connell announced his intention to pursue a transportation funding referendum for November 2024. Under the requirements of the IMPROVE Act, certain additional documentation needs to be generated to respond to various iterations of the Transportation Improvement Program, as well as to generate publication documents and associated collateral material. This effort will exceed the authorized ceiling amount for this task order.

RECOMMENDATION:

Staff recommends that the Board authorize the Chief Executive Officer to execute an increase of \$450,000 to the existing task order with HDR Engineering, Inc. to a combined amount not to exceed \$1,390,000. There will be no change in the recommended project duration, with all work completed before December 31, 2024. Funding for this effort is available through previously programmed capital funds to support the update of our long-range plan.

APPROVED:

Board Secretary

3/28/2024

Date

Nashville Metropolitan Transit Authority

of Nashville & Davidson County, Tennessee

Board Action Item

| | | | |
|--------------|---|---------------|-----------|
| Item Number: | M-A-24-006 | Meeting Date: | 3/28/2024 |
| Item Title: | Authorization for a Free Fare Day on Saturday, April 20, 2024, in Recognition of the Dedication of Diane Nash Plaza | | |

BACKGROUND:

In 2021, the Nashville Metropolitan Council recognized the contributions of Diane Nash to the Civil Rights Movement by naming the plaza in front of the Historic Metro Courthouse in her honor. The Diane Nash Plaza features the Courthouse steps and large fountains in front of the building. On April 20, Metro Nashville will celebrate this occasion with a dedication ceremony for Diane Nash Plaza. Ms. Nash is expected to be in attendance, as will other dignitaries who played a significant role in those historic events.

The organizing committee for the event has requested that the Board of Directors of the Metropolitan Transit Authority consider making April 20, 2024, a free-fare day on all services within Davidson County to encourage maximum participation in this celebration by the community at large. Previously, all system-wide free fare days have been authorized by vote of the Board of Directors. A copy of the Committee's request letter is attached for your information.

RECOMMENDATION:

Staff recommends that the Board authorize a system-wide free fare day for all services within Davidson County on Saturday, April 20, 2024, in recognition of the dedication ceremony for Diane Nash Plaza.

APPROVED:

Board Secretary

3/28/2024

Date



03/11/2024,

Ms. Gail Carr-Williams, Chair
Metropolitan Transit Authority
430 Myatt Drive
Nashville, TN, 37115
Attn: Stephen Bland, CEO

Ms. Carr- Williams,

We, the Diane Nash Committee, request your company's participation in and support of the "Dedicating Diane Nash Plaza: A Celebration of Courage and Conviction" event on April 20, 2024. This event will honor Diane Nash, who played a pivotal role as an activist, leader, and strategist in the student wing of the Civil Rights Movement. Following the bombing of attorney and civil rights leader Alexander Looby's house, Nash, then a student at Fisk University, led a group of students on a march to the courthouse to meet with Mayor Ben West in Nashville. On the courthouse steps, she posed a question that led to the desegregation of lunch counters and changed history.

In 2021, the Nashville Metro City Council recognized Nash's contributions by naming the plaza in front of the Historic Metro Courthouse in her honor. The Diane Nash Plaza features the Courthouse steps and large fountains in front of the building. We are thrilled to announce that the honoree, Diane Nash, has accepted our invitation to attend this special occasion. This event presents an outstanding opportunity for the Nashville community to express our gratitude for her remarkable wisdom, courage, and fortitude, which have benefited all residents.

Additionally, Rev. James Lawson will be participating and recognized during the weekend's events. Rev. Lawson, an American activist and university professor, played a significant role in the Civil Rights Movement's implementation of nonviolent civil disobedience. In the 1960s, he mentored the Nashville Student Movement and the Student Nonviolence Coordinating Committee, including Diane Nash, teaching them the tactics that would define their activism.

We would be honored to have your support in making this occasion a resounding success. With that in mind, we humbly request that you consider becoming a sponsor and joining us in this noble endeavor. We would appreciate it if your board would approve free bus rides that morning to the parade and official plaza dedication. We believe this will ensure that we have as many residents in attendance as possible. Our goal is to have a city-wide event to honor an individual who forever, changed our city/nation's history



The day's event will start with a parade from First Baptist Capitol Hill at 9 am to the Courthouse. The official dedication of the Diane Nash Plaza will be from 10:00 am to 11:30 am. We will end the day with a banquet at Meharry Medical College Carl Turner Center that evening at 6 pm.

We also invite MTA board members to consider being a sponsor and attending the events. Enclosed is a document detailing the various sponsorship levels and the associated benefits

For clarification or more information, you can reach me at Zulfat.suara@nashville.gov or 615-585-2558

We appreciate your support and ask you to save the date for Saturday, April 20, 2024.

Best Regards,

Zulfat Suara

Zulfat Suara
Diane Nash Committee Chair