



Minutes

NASHVILLE METROPOLITAN TRANSIT AUTHORITY

BOARD OF DIRECTORS MEETING

September 22, 2016

- I. **CALL TO ORDER:** The regular meeting of the Nashville Metropolitan Transit Authority Board of Directors was held in room 209 at the Music City Center, 201 5th Avenue South, Nashville, Tennessee on September 22, 2016. Present were: Gail Carr Williams, Chair; Lewis Lavine, Vice-Chair; Colleen Hoy, Member; Janet Miller, Member; Walter Searcy, Member; Secretary Margaret Behm, and CEO Stephen G. Bland. A quorum was established and Chair Williams called the meeting to order at 2:50 p.m.
- II. **APPROVAL OF MINUTES:** Proper motion was made to approve the minutes of the August 17 and August 25, 2016 Board of Directors meetings. There were no additions or corrections, and the vote of approval was unanimous.
- III. **PUBLIC COMMENTS:** Chair Williams opened the floor for public comments. The public was reminded that comments are limited to three minutes. The following members of the public had these comments:
 - John Bull, Nashville TN – requests that committee books be made available on line at the same time they are finalized and go to print
 - Michael Briggs, Chief Transportation Planner with the Metro Planning Dept. – offered his thanks to the MTA Board and staff for the tremendous amount of outreach they have done with the nMotion plan and supports the plan
 - Richard Forberg, Nashville, TN – noted that congestion is our major problem and offered additional ideas to address the congestion not yet included in the plan
 - Margo Chambers, Nashville, TN – noted her concerns for government boards that are responsible for transportation in middle Tennessee and objects to the MTA Board’s consideration today of any agenda item which obligates public funds
 - Freddie O’Connell, Nashville, TN – offered his appreciation for the visionary process and public engagement for the nMotion plan and encouraged the MTA Board to approve this plan
 - Steve Reiter, Nashville, TN – shared his concerns that there is not a funding mechanism in place for this plan
 - Mark Cleveland, CEO of Hytch – thanked the Board for this visionary effort but states the plan is a little too silent in public-private partnerships in the area of HOV/carpooling solutions
 - Dr. Judy Cummings, Senior Pastor of New Covenant Christian Church and serves as the Vice-Chair of the Routes Network Task Force for Moving Forward, a coalition of

business and community leaders seeking regional transportation solutions through a cohesive community effort – brings the endorsement of Moving Forward for the nMotion plan and recommends Next Steps for implementation

- Nora Kern, Executive Director of Walk-Bike Nashville, a non-profit that has been working since 1998 to promote walking and biking and transportation options – Walk-Bike Nashville enthusiastically supports the nMotion Plan
- Kutonia Smith, Music City Riders United (MCRU) – expressed her concerns that the NES stop was pulled which creates a great hardship for the elderly and disabled
- Jack Wiley, MCRU – thanked MTA for the improvements to the public restrooms at MCC and commented on the needs for extended service and service hours
- James Thomas, Nashville, TN – reported issues he has had with operations and schedules
- Peter O’Connor Nashville, TN – reported an issue with a specific supervisor and also other issues with operations
- Timothy Palmer, President Urban Resident Association, the oldest and most long standing community for representing downtown residents – suggested the board look at an impact fee assessment in Nashville as a funding mechanism
- Sue Palmer, Nashville, TN – encouraged the board to pursue the impact fee

There were no other public comments and the time for public comments closed.

IV. PERFORMANCE & OVERSIGHT COMMITTEE REPORT: Chair Walter Searcy reported on the following action item:

a. RESOLUTION FOR FY 2017 ANNUAL GRANT APPLICATIONS V (A-16-023):

The Finance Committee recommends to the Board that they adopt the resolution authorizing the application for 5307, 5339, 5310, and funding and State/local match; authorizing the submittal of applications for State Operating Assistance and funding; and, authorizing the submittal of applications and execution of contracts for any other federal, state, or local grant funding that may become available during the fiscal year 2017 for the benefit of MTA. The motion was carried with a unanimous vote of approval.

V. PLANNING COMMITTEE: Chair Lewis Lavine reported that the committee met a little earlier and he has the following items to present to the Board for their consideration:

a. TITLE VI PLAN ADOPTION & PUBLIC PARTICIPATION PLAN UPDATE (A-16-017):

The committee recommends to the Board the adoption of both MTA’s Title VI Plan and the Public Involvement Plan. The vote of approval was unanimous.

b. NMOTION TRANSIT STRATEGIC PLAN RECOMMENDATION (A-16-025): Chair

Lavine reported that the committee spent a lot of time on this and rather than have this reviewed again asked that the plan presented today in committee be included in these minutes. The plan may be found at the end of these minutes.

Chair Lavine noted that he had commented earlier in the committee meeting that this is a comprehensive plan and a wonderful piece of work. He acknowledged his appreciation to CEO Steve Bland and staff, the consultants, the 20,000 people who commented, and everyone else who have made this plan possible.

In response to the public comment period, Chair Lavine noted that funding for programs like this is not done all at once but is broken down into pieces. We see which pieces are viable and then it is up to the body politic to see decide if they want to pay for those pieces. That is where we are headed into the next phase. We will be looking for things that we can do that make sense and then we will ask the public in one way or another to fund it and that is the most likely way that we will be successful.

Member Janet Miller reiterated what was discussed in the committee that every finite detail cannot be flushed out. The plan must have flexibility and agility as we move into the future. We need to adopt a sense of urgency but not impatience.

Member Walter Searcy asked the community to think of not just the cost side of the ledger but to think about how much revenue is going to be generated in this explosive growth; and our progressive management of that growth through transportation services to allow us to glean as much benefit from us as we can. That \$6 billion dollar will be an investment that will return have multiples of that in return.

Member Colleen Hoy reminded all that this is a vision through which all projects are going to be grounded. The progress that has been made is very exciting. Also, she would like to remind everyone that \$6 billion is a price tag that pales in comparison to what is happening around the country. We have a really great plan that has great potential for funding.

Continuing, Ms. Hoy has two charges for the MTA staff. 19,000 people that commented in this process is really remarkable and she hopes that we keep that momentum going and that we make sure that we represent all of our neighborhoods in that comment throughout this process as the details begin to come forward. She also encourages MTA to make the profit for the private sector to be participatory in this 25 year plan very clear and open for our company to engage.

Chair Lavine brought to the Board the resolution as amended in committee that represents the committee's approval of the nMotion Strategic Planning Process.

RESOLUTION # 17-02

A RESOLUTION ADOPTING THE RECOMENDATIONS OF THE NMOTION STRATEGIC PLANNING PROCESS

WHEREAS, the Metropolitan Transit Authority of Nashville and Davidson County (MTA) in partnership with the Regional Transportation Authority of Middle Tennessee (RTA) began a process for the development of a regional transit strategic plan in 2015 called "nMotion"; and,

WHEREAS, the nMotion Strategic Plan produced over 35 technical documents using current and 25 year projections of regional growth and planning data in coordination with other studies including Nashville's General Plan NashvilleNext and The Nashville Metropolitan Area Planning Organization's 2040 Regional Transportation Plan Middle Tennessee Connected; and,

WHEREAS, the nMotion Strategic Plan was developed through intensive public participation with over 19,000 documented engagements and presentations at over 25 public meetings and 80 civic organizations; and,

WHEREAS, the nMotion Strategic Plan Recommendations were presented in detail to a joint meeting of the MTA and RTA Boards on August 17, 2016 including specific strategies to:

- Make Service easier to use,
- Improve Existing Service,
- Improve Access to Transit,
- Make Service More Comfortable,
- Develop a Network of Regional Transit Centers,
- Expand Services to New Areas, and
- Build High Capacity/Rapid Transit Network; and,

WHEREAS, the nMotion Recommendations underwent an open and engaging public comment period generating hundreds of additional general comments; and,

WHEREAS, thousands of comments were submitted through the overall nMotion process representing a broad range of perspectives and opinions; and,

WHEREAS, a majority of Middle Tennesseans have expressed general support of the plan and a desire for a bolder and robust regional mass transit system;

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

SECTION 1: That the Metropolitan Transit Authority of Nashville and Davidson County formally adopt the nMotion Strategic Plan for Middle Tennessee;

SECTION 2: That the Chief Executive Officer of the Metropolitan Transit Authority is directed to begin implementing the recommendations of the plan with phasing plans over the course of the 25 year planning period based on the nMotion recommendations with specific actions to be identified and funded in the Five Year Capital Plan and strategically advanced for funding in subsequent years.

SECTION 3: That the Chief Executive Officer of the Metropolitan Transit Authority is directed to report annually to the Board on the progress of the Program of Projects;

SECTION 4: That the Chief Executive Officer of the Metropolitan Transit Authority is directed to continue ongoing public and stakeholder outreach activities in support of and furtherance of these recommendations; and

SECTION 5: That Nashville MTA calls to Action all transportation partners in the region to support reasonable efforts to further develop, implement, and finance the implementation of the plan.

There was no further discussion and the vote of approval was unanimous.

VI. **STAKEHOLDER RELATIONS COMMITTEE:** Chair Miller reported that the observation of the committee is that as great as this plan is, only a minute part of it can be delivered by MTA on its own. It is going to be a collaborative effort with multiple agencies.

VII. **CHAIR'S REPORT:** Chair Williams noted her appreciation to her fellow board members stating that this plan is a team effort of a group of very talented people who care about the city and the people of our city and the vision of our city. Not once did they lose courage or relentlessness to make certain that this was done and that it was done well and that the MTA staff was supported by this board as we went forward.

Chair Williams also noted her thanks and appreciation to other partners within the region including the Nashville Chamber, other municipal agencies within our city, and the non-profits who advocate for transit and have been supportive of this process. Additionally, she thanked the 19,000 plus members of the community who invested their time to respond, to come to community meetings, and to let us know what they want transit to look like in this region.

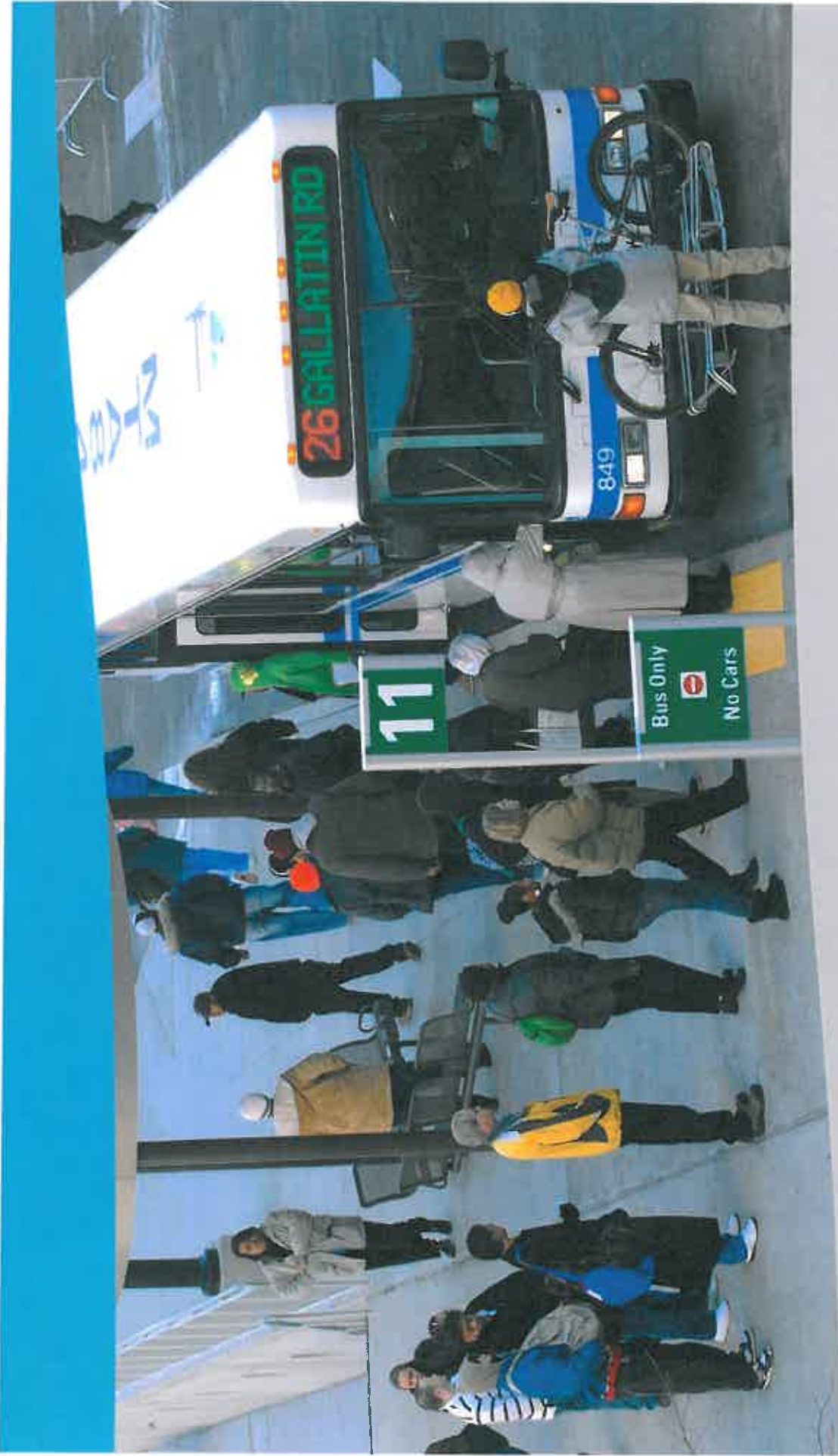
VIII. **CEO'S REPORT:** CEO Steve Bland reported the following:

- **nMotion** – Mr. Bland noted his appreciation of the work staff has done on this – endless meetings, endless nights, endless weekends, tough deadlines, and really first rate work. (Applause)
- **Colonial Pipeline Leak** – While it only affected gasoline deliveries, our AccessRide fleet runs on gasoline. He gave a special thanks to Jeff Pancirov and Jeff Burysek in our procurement department who had to scramble to get alternate suppliers when we had several fuel deliveries cancelled at the last minute.
He also thanked our operations team as a whole and, including in particular, our Amalgamated Transit Union local who put in place contingency plans that in the event the tanks ran dry, we had people lined up to run vans all over town to look for whatever station might be open.
- **MCC Restroom Repairs**– The temporary repairs were completed this past month and we are scheduled for the full restoration of the restrooms. We plan a closure of the restrooms for a two week period in October.
- **Fall Schedule Changes** – Our fall changes go into effect this Sunday (September 25).
- **Richard Dooley** – Welcome to our new Senior Staff member, Richard Dooley, who comes to us as our new Director of Maintenance. He comes to us from Massachusetts Bay Transportation Authority in Boston as their Chief Mechanical Officer. He has a wealth of experience in large agencies with large bus fleets.
- **Murfreesboro Rd. Corridor Project** – We are working in partnership with Metro on this, particularly Metro Public Works. We are working on pedestrian improvements, traffic signal optimization, transit priority measures and more and are past the 60% design point. We expect to be out to bid for that project by the end of the year.
- **MTA Annual Roadeo & 1st Place Winners** – Last Saturday we held our annual Bus Roadeo at the Myatt facility. Our first place winners in the various categories will be going on to compete in October at the state roadeo in Memphis and ultimately next year in the international roadeo in Reno, Nevada. Congratulations to these individuals: Jerome Horton in the 40' bus category, Michael Featherson in the 35' category, Reginald Wallace in our AccessRide vehicles, Troy Willis in our bus maintenance roadeo, and Kyle Kruk in our van maintenance roadeo. (Applause.)

They happen to have the highest point totals of the day, but what I tell all of our operators and mechanics who participate is, it is pretty stringent to actually qualify for the rodeo – you have to have a strong safety record, a strong attendance record, and strong performance record – so everybody who participated, no matter how many cones they killed running that course, is a winner and a true professional.

IX. Other Business: There was no other business to come before the Board today.

X. Adjournment: The meeting was adjourned at 3:50 p.m.



RTA Board Meeting

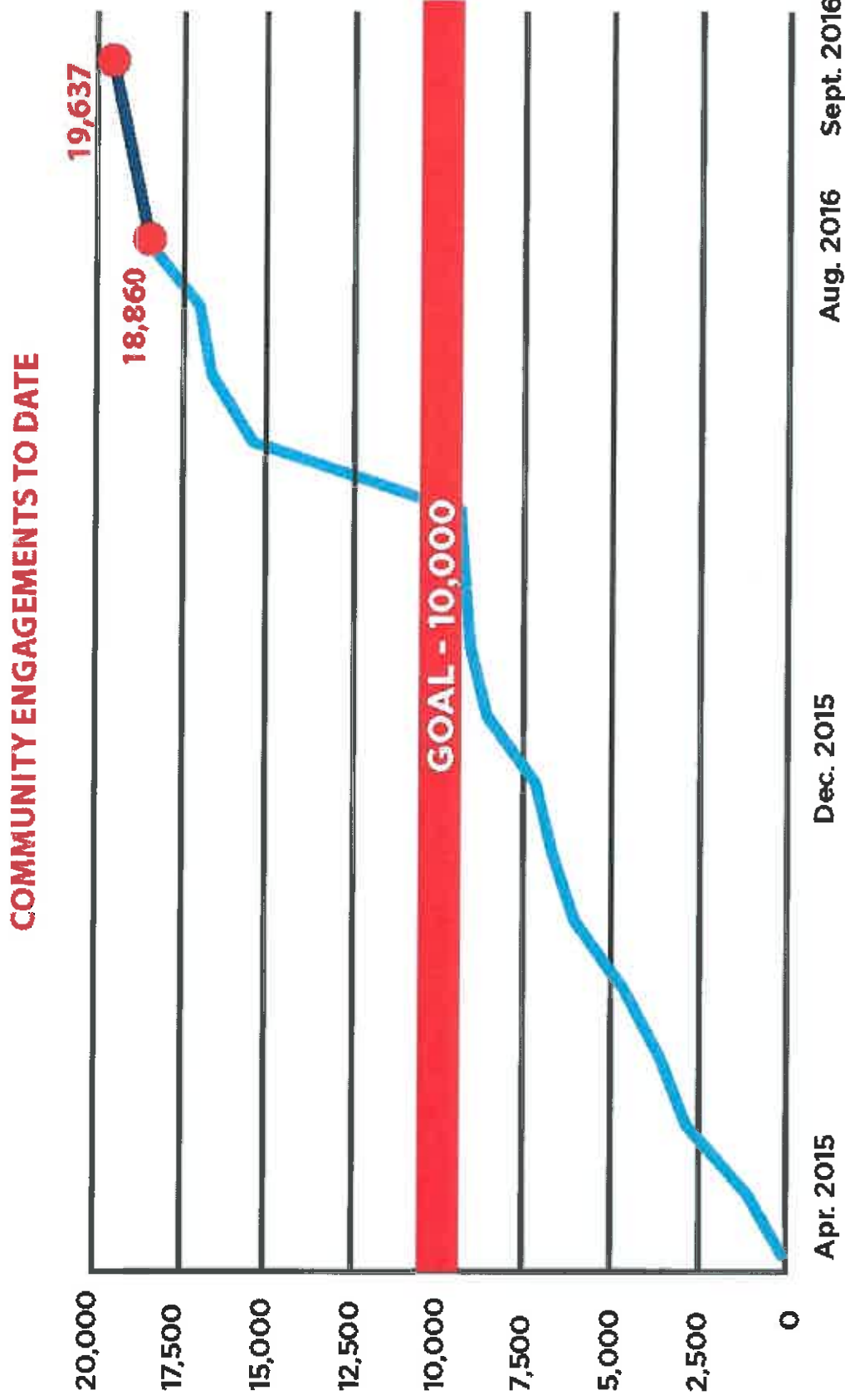
nMotion Strategic Plan Recommendations

September 21, 2016



motion

Community Driven Process



What People Said

- General approval of the plan
- Desire to see it implemented sooner than 25 years
- Improve existing service before we make big investments
- More rail options
- Concerns about cost
- Technology integration
 - ride sharing
 - autonomous vehicles



What People Said

- *I like the plan and want to see it come to fruition!*
- *This looks like a good, comprehensive plan to meet the needs of Nashville and surrounding areas. My concern is how fast these changes can be implemented. I'd ride the bus daily if the service was more convenient.*
- *We are already feeling the growing pains of more traffic. I really cannot afford my property taxes to increase. Is the funding in place or federal funding available? Is there a way to have people that live in out lying areas to help pay for the expansion and not just Davidson county tax payers.*
- *Driverless cars will be a reality before this would be finished.*



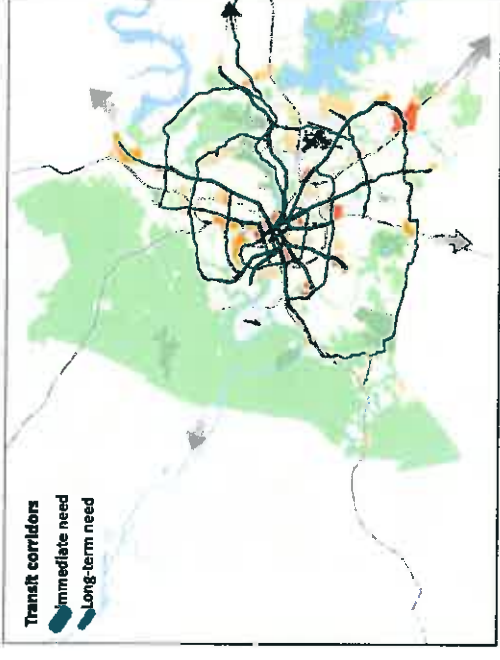
Setting the Table: Underlying Goals

- Improve access to opportunity for those with limited auto availability
- Expand the range of competitive travel options for all Middle Tennesseans
- Simplify and integrate different means of transportation
- Prioritize major transit investments in transit-supportive areas
- Significantly increase ridership, especially in target markets



Setting the Table: Assumptions

- Growth with intention
- Critical role of downtown Nashville
- Demand for short-term improvements
- Bigger capital dollars to support broader corridor improvements
- Partnerships and collaboration
- Maximum flexibility



NashvilleNext Transit Priority Corridors



Broader Capital Improvements

How Can Transit Service Improve?



Make Service Easier to Use



Improve Existing Services



Improve Access to Transit



Make Service More Comfortable



Develop Network of Regional Transit Centers



Expand Services to New Areas



Build High Capacity/Rapid Service Network

nMotion Plan



Benefits

- Miles of dedicated bus lanes: **Up to 20**
- Miles of Freeway BRT service: **Nearly 100**
- Route miles of High Capacity Transit services: **135**
- Miles of pedestrian improvements: **>200**
- Weekday Ridership: Existing **34,000** Plan **180,000** **+430%**
- Percent of service that will be frequent:
(15 minutes or better)
 - Existing **20%**
 - Plan **41%** **+105%**
- Percent of service that will be fast:

(LRT, BRT, Rapid Bus, Regional Rapid Bus, Commuter Rail, Freeway BRT, Express)



Costs

- Total capital costs over 25 years would be \$5.9 billion (\$2015)
- Annual operating costs would be \$338 million
- Funding still to be determined
- Part funded through grants, including federal; still, large local commitments will be required

	MTA	RTA	Total
Operating and Capital Costs (\$2015)			
Annual Operating Costs	\$221m	\$116m	\$338m
Total Capital Costs through 2040	\$4.2b	\$1.7b	\$5.9b
Per Capita Costs (Operating and Annualized Capital Costs)			
MTA & RTA			\$244

Partnerships and Collaboration



First Steps

- **MTA/RTA**
 - Simplified Service
 - Easier Fare Payment System
 - Unified System Branding/Marketing
- **In Partnership**
 - Additional Service Hours and Frequency
 - Transit/Transfer Centers/Park & Rides
 - Sidewalks/Shelters
 - First Steps towards High Capacity Corridor Development
 - Downtown Mobility/Transit Priority

Next Steps

1 TO **5**
YEARS

In the next five years: Lay the groundwork

- Better bus service that means shorter wait times between buses
- Extended service hours — earlier and later, with fewer transfers
- Better bus stops and new transit centers
- Simpler ways to pay your fare
- Seamless connections to other transportation providers
- Expanded and improved AccessRide services
- Streamlined service through downtown Nashville to improve reliability and expand neighborhood and regional connections
- Improved pedestrian connections will appear in more and more neighborhoods to improve access to an expanded mass transit system.
- Improvements in regional travel corridors such as bus-on-shoulder services, expanded park-and-ride options, additional express trips, and improvements to the Music City Star
- Exploration of opportunities for future development of rapid transit services such as new commuter rail lines, light rail, freeway and arterial bus rapid transit in key corridors through expanded cooperation with TDOT and local communities, and public-private partnerships

6 TO **15**
YEARS

In the next 15 years: An improved regional network

- Service will continue to improve as more riders take advantage of a more convenient system.
- Dedicated transit lanes will begin to appear in key corridors to improve both speed of service and overall dependability.
- Design will advance, and construction will begin on initial rapid transit projects, with completion of initial segments toward the end of this period.
- Downtown Nashville will have “transit priority corridors” with enhanced passenger and pedestrian amenities, and quick/reliable operation through downtown.

16 TO **25**
YEARS

In the next 25 years: A fully integrated system

- Rapid transit operations will commence in more local and regional corridors.
- Robust bus service in additional neighborhoods will join with new rapid transit options, private transportation providers, and expanded sidewalks, bikeways, and greenways to form a seamless travel experience for residents and visitors.